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Thursday, February 24, 1983
Phalguna 5, 1904 (Saka)

LOK SABHA DEBATES

Eleventh Session
(Seventh Lok Sabha)



सत्यमेव जयते

LOK SABHA SECRETARIAT
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No. 5, Thursday, February 24, 1983/Phalguna 5, 1904 (Saka)

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LOK SABHA

Thursday, February 24, 1983/Phalguna
5, 1904 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS Cancellation of Trains due to shortage of Coal

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*61. SHRI MOHAN LAL PATEL:
SHRI SURYA NARAYAN
SINGH:

Will the Minister of RAILWAYS be
pleased to state:

(a) whether it is a fact that every
year many rail services are cancelled
due to shortage of coal in the country;

(b) if so, the number of rail services
cancelled in Western Railway last year;

(c) whether it will be ensured that
in future no train is cancelled owing
to the shortage of coal; and

(d) what steps are being taken to
meet the demand of coal by railways?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF): (a)
to (d). A statement is laid on the Table
of the Sabha.

Statement

(a) Some passenger trains had to be
cancelled on Railways due to shortage
of coal.

(b) Minimum and maximum num-
ber of passenger trains (in pairs)
cancelled on Western Railway due to

coal shortage on any single day dur-
ing 1982 was as under:—

Month	Trains cancelled	
	Mini- mum	Maxi- mum
January, 1982	18	24
February, „	14	20
March, „	14	34
April, „	6	14
May, „	3	3
June, „	..	..
July, „	..	..
August, „	18	113
September, „	2	108
October, „	..	2
November, „	..	..
December, „	..	..

(c) All efforts are being made to
ensure that no train is cancelled due
to shortage of coal.

(d) A close liaison is being maintain-
ed with the suppliers and the Ministry
of Energy to make available to the
Railways adequate quantity of steam
coal to run the full complement of
train services on the Railways.

श्री मोहन लाल पटेल : अध्यक्ष महोदय ,
मंत्री महोदय ने जो स्टेटमेंट दिया है उस
से मालूम होता है कि अगस्त में 113 ट्रेन्ज
और दिसम्बर में 108 ट्रेन्ज रद्द कर दी गई
थीं । यह तो वेस्टर्न रेलवे की स्थिति
है, पूरे हिन्दुस्तान में तो शायद इस से भी

ज्यादा ट्रेन्ज रद्द की गई होंगी। यह हमारे देश के लिए एक बहुत ही गम्भीर मामला है —कई दफ़ा ट्रेन्ज रद्द कर दी जाती हैं और उसकी कोई सूचना भी नहीं होती है। कई बार ऐसा भी होता है कि ट्रेन टर्मिनल स्टेशन से चलती है लेकिन बीच में कहीं रोक दी जाती है और मुसाफिरों को कह दिया जाता है कि कोयला नहीं है, इसलिये गाड़ी आगे नहीं जा सकती।

माननीय मंत्री जी ने अपने एक स्टेटेमेंट में जो ता० 21 दिसम्बर के हिन्दुस्तान टाइम्स में छपा है, बतलाया है कि आगे से कोई भी ट्रेन कोयले की कमी की वजह से रद्द नहीं की जायगी, लेकिन उस के बावजूद भी साउथ सेंट्रल रेलवे में बहुत सी गाड़ियां रद्द की गईं।

मैं मंत्री महोदय से जानना चाहता हूँ—क्या कोई ऐसी घटना घटी है जहाँ किसी बीच के स्टेशन पर ट्रेन के आने के बाद मुसाफिरों से कह दिया गया कि आप उतर जाइये, ट्रेन आगे नहीं जायगी? मैं यह भी जानना चाहता हूँ—आगे वाले दिनों में कोयले की कमी के कारण कोई ट्रेन रद्द न करनी पड़े—इस के लिये मंत्री महोदय क्या कोई कदम उठाना चाहते हैं, यदि हाँ, तो क्या कदम उठाना चाहते हैं?

SHRI C. K. JAFFER SHARIEF: Sir, the question is pertaining to the Western Railway, and we have very clearly stated the position in the statement. Unfortunately sometimes because of the non-availability of the steam coal there has been some cancellation of trains, but subsequently the Ministry has taken a firm policy decision that no train should be can-

celled for want of coal. Thereafter we have made all efforts to procure the steam coal which is required for the running of trains without creating any problem to the travelling public. I assure you that all efforts are being made to ensure that no train is cancelled due to shortage of coal.

श्री मोहन लाल पटेल : अध्यक्ष महोदय, मंत्री जी ने जो यह जबाब दिया है, ऐसा जबाब तो पहले भी कई बार इस सदन में दिया जा चुका है और यह आश्वासन भी दिया गया था कि भविष्य में कोई ट्रेन इस तरह से नहीं रुकेगी। अब भी मैं समझता हूँ कि भविष्य में ऐसा होने ही वाला है। मैं यह समझता हूँ कि जब तक हमारे इंजन कोयले से चलते रहेंगे, तब तक यह घटना घटती रहेगी और जब तक आप डीजल के इंजन नहीं लगाते, तब तक इस तरह की घटनायें पूरे हिन्दुस्तान में होती रहेंगी। तो मैं माननीय मंत्री जी से यह जानना चाहता हूँ कि कोयले के इंजन के बजाए, जिनकी शक्ति पर क्लिफोर्ड कोयले के इंजन से दुगनी है और जिसे पूरे रेलवे की शक्ति दुगनी हो जाती है, क्या उन के पास कोई ऐसी योजना है कि पूरे हिन्दुस्तान में डीजल के इंजन लगाये जाएँगे और यदि कोई ऐसी योजना है, तो उस का व्यौरा क्या है?

SHRI C. K. JAFFER SHARIEF: Our policy and our approach is to go in for more dieselisation and electrification to speed up the trains. It depends upon the density of the traffic. As and when funds are available, we can go in for production of diesel locomotives and electric locomotives. Our policy is to adopt the same path.

SHRI A. K. ROY: The Minister of Railways, when he was Minister of Coal made a statement. As a Minister of Coal he gave us an answer that there was 18 million metric tonnes

stock of coal on the pit head. There was no dearth of coal on the pit head. But still the trains are being cancelled. Will the Minister clarify the position—are the trains to be cancelled in a particular western area? There have been strikes in the Singareni Coal Fields. But is there any rule that particular Railway was attached to a particular colliery? Can't you make depots in different regions so that your Railways do not suffer for some disturbance in some collieries?

MR. SPEAKER: Do you want the Minister to be tied down to that statement, when he was the Coal Minister?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): We require steam coal for Railways. We require 31,000 metric tonnes of coal daily for the Railways. It is true that lot of coal is there at the Pit head. But that coal has to be brought so that Railways can consume the coal. Sometimes Railways have not taken enough care to conserve adequate stock of coal. They have not taken proper care.

SHRI SATYASADHAN CHAKRABORTY: You are incharge of the Railways.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I have instructed the Railways that we should have proper stock. When we came in 1980, quite often there were complaints that there was no stock of coal in the power houses. We built up the stock. Now there is hardly any power house inside the country where there is no stock for more than fifteen days or three weeks. We have to build up similarly the stock of coal for the Railways. In this connection, I want to mention, I have instructed the Railway officials that the trains which are shown in the time table should not be cancelled just because there is no coal.

MR. SPEAKER: How can you run them without coal, Mr. Minister?

डा० वसन्त कुमार पंडित : हवा से चलायोगे उस को ।

SHRI A. B. A. GHANI KHAN CHAUDHURI: Cancellation is to be there but it should be given wide publicity so that the people come to know that the trains have been cancelled. There are two things. One is that the trains should not be cancelled and for that adequate coal stock has to be built up. That is one point. The second point is for one reason or the other, for some unavoidable reason, if we have to cancel, we should inform the people through a proper method.

SHRI SUNIL MAITRA: What is the reason?

MR. SPEAKER: He cannot divulge that.

SHRI A. B. A. GHANI KHAN CHAUDHURI: I want to inform the House that there has been no cancellation of passenger trains for want of coal after 26th October. After the order which was given on 27th October, there is no cancellation of trains barring one incident, Mr. Speaker, Sir, for which 41 trains were cancelled in South Central Railway due to strike in the Singareni Coal Fields. They were restored at the earliest at my personal intervention. Earlier, the railway administration used to cancel trains on the plea of shortage of coal, very frequently. During 1981-82, 90,531 train trips (they said) were cancelled. I am using their language. During 1-4-1982 to 2-9-1982, 19718 train trips were cancelled.

MR. SPEAKER: Shri Dandavate. The ex-Railway Minister versus the present Railway Minister.

PROF. MADHU DANDAVATE: Sir, I would like to know from the hon. Minister whether it is a fact that during his confrontation with the former Chairman of Railway Board and the Members of Railway Board.... (Interruptions.)

AN HON. MEMBER: Not relevant.

PROF. MADHU DANDAVATE: Who are they? (Interruptions.)

MR. SPEAKER: Please sit down. (Interruptions)

PROF. MADHU DANDAVATE: Have your powers of Speaker been decentralised?

MR. SPEAKER: No. How does that come in, Mr. Dandavate?

PROF. MADHU DANDAVATE: Let them hear my question. (*Interruptions*).

MR. SPEAKER: Please sit down. I know which is relevant.

PROF. MADHU DANDAVATE: I myself know what is relevant so far as the railways are concerned. Let me formulate the question.

MR. SPEAKER: That is why, I am banking on that.

PROF. MADHU DANDAVATE: I will repeat. Is it a fact that during the recent confrontation of the Union Railway Minister with the former Chairman of the Railway Board, the Members of the Board and other railway officials, he made an announcement and an allegation in a Press Conference that officers were responsible for cancelling certain trains in Andhra Pradesh and that they will have to restore them? These trains were cancelled; because, priority was given to some other freight movement. If it is correct, in that case, I would like to know from the hon. Minister is it not a fact that the Railway Ministry has actually finalised the priorities of the railway movement; and the higher priorities are for Defence, food material and the coal movement for the power stations in the country? Since the priority has been fixed by the Ministry and confirmed by the Cabinet, is it not improper to throw the responsibility on the officers who have implemented the particular policy regarding the priority movement? (*Interruptions*).

MR. SPEAKER: Order. One minute. This Question is regarding cancellation of trains in Western Railway.

PROF. MADHU DANDAVATE: Yes. It is regarding cancellation. I have raised a question of cancellation of trains in Andhra. (*Interruptions*).

MR. SPEAKER: Why are you interrupting me? You take your seat. It is not your job. Sit down.

(*Interruptions*)

MR. SPEAKER: Don't try to prompt the Speaker.

PROF. MADHU DANDAVATE: I shall clarify how my question is in order.

MR. SPEAKER: Are you going to answer that?

SHRI A. B. A. GHANI KHAN CHOUDHURY: Mr. Speaker, Sir, I am surprised to hear hon. Member from the Opposition who happened to be the Railway Minister. Mr. Speaker, Sir, we should not forget that ours is a democratic country. (*Interruptions*).

MR. SPEAKER: The reiteration of that does not make anything wrong.

SHRI A. B. A. GHANI KHAN CHOUDHURY: We should not also forget that there cannot be a confrontation of any officer with the Minister. It is the people who rule in this country, not the officers.... (*Interruptions*)

PROF. MADHU DANDAVATE: Do the people decide which trains are to be cancelled?

SHRI A. B. A. GHANI KHAN CHOUDHURY: There are two sides of the coin. One side is the freight movement, defence, etc. etc., and the other side is the passenger movement. We cannot ignore the people of this country under any plea. That is why I have said that, normally speaking, there should not be any cancellation of trains. This is being implemented thoroughly.

MR. SPEAKER: Next question.

PROF. MADHU DANDAVATE: Sir, I seek your protection. My question has gone unanswered. The Railway Ministry has fixed the priorities. It is not the Railway officials who decide the priorities. If the Railway officials implement the priorities fixed by the Ministry, they are not at fault. It is the Ministry which is at fault. I seek a clarification on that. The Minister is free to evade an answer. But the Speaker need not give protection to the evasion. Please help me to get my answer.

DR. KRUPASINDHU BHOI: Sir, you just read the Question and see the supplementary. It is quite irrelevant. *(Interruptions)*

PROF. MADHU DANDAVATE: About the movement, who decide the priority? Is it the Ministry or the officials? He has not replied to that. As far as the cancellation of trains is concerned, who decides the priority, the Ministry or the officials? Don't throw your failures on the officials.

MR. SPEAKER: The steam generated by coal has created the steam in the House as well!

Renewal of Railway Lines

*62. SHRI SUNIL MAITRA: Will the Minister of RAILWAYS be pleased to state:

(a) how many kilometres of railway lines need immediate renewal; and

(b) by what time the aforesaid job would be finished?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) The arrears of track renewals as assessed on 1-4-1982 were about 18,500 kms, out of which about 8,000 kms of renewals considered immediately necessary had been sanctioned. Arisings and carrying out of track renewals is a continuous process. Renewals of track are taken up according to priority and availability of funds.

SHRI SUNIL MAITRA: Out of the total of more than 61,000 kms. railway track in this country, about 30 per cent are overaged and, as per the admission of the hon. Minister, that needs renewal. The hon. Minister has replied that track renewal is a continuous process and track renewal job is being done regularly. How does the hon. Minister explain that in the year 1968 whereas the speed restriction was imposed on 780 kms. railway track, in 1982 the speed restriction imposed has been on a stretch of 2,295 kms. railway track? In view of the complete failure of the Railway Ministry to renew the over-aged railway tracks, will the hon. Minister be kind enough to inform the House as to how many fractures were there in the railway track in 1967-68, and how many fractures developed in the years 1980, 1981 and 1982?

SHRI SATYASADHAN CHAKRABORTY: It is people's party. Only the people know. How can he know?

MR. SPEAKER: You are a much learned professor!

SHRI C. K. JAFFER SHARIEF: That part of the information is not available with me. I will furnish it.

SHRI SUNIL MAITRA: This failure to furnish the information comes out of the inability of the Railway Ministry to renew the tracks. My question was how many kilometre fractures were there.

MR. SPEAKER: He will provide the information.

SHRI SUNIL MAITRA: He is not prepared to furnish the information.

SHRI C. K. JAFFER SHARIEF: I am not prepared.

SHRI SUNIL MAITRA: Why is he not prepared?

MR. SPEAKER: That information will be furnished.

SHRI SUNIL MAITRA: How will it be furnished, if he does not know?

MR. SPEAKER: Do you know it?

SHRI SUNIL MAITRA: Yes. If he does not know, for your information let me quote from the report of the Railway Reforms Committee, the findings of which must be before you. In so far as fractures are concerned, in 1967-68, there were 1,181 fractures.

In 1981-82, there were 4,900 fractures. Do you admit it?

SHRI C. K. JAFFAR SHARIEF: According to the information now available, in 1968-69, there were about 1,000 fractures. The fractures now are about 4500.

SHRI SATYASADHAN CHAKRABORTY: How can he do home work? DDA flats have all collapsed. He cannot do his home-work. No hope!

MR. SPEAKER: What has DDA to do with this?

SHRI C. K. JAFFAR SHARIEF: We have the problem of constraint of funds. This renewal programme is in progress.

Year	K.M.
1979-80	975
1980-81	1,096
(first year of Sixth Plan).	
1981-82	1,563
1982-83	1,561
1983-84 Target	2,350

That is how we can show that we are going on ahead with the renewals and that is why the Sixth Plan is being called as rehabilitation plan.

SHRI SUNIL MAITRA: Even by the end of the Sixth Plan, that is, by

1985, you will not have completed your job of renewal.

MR. SPEAKER: Don't press him too much. He will tax you more.

AN HON. MEMBER: He has already taxed.

SHRI SUNIL MAITRA: The usual plea made by you in the original answer is about the paucity of funds. That is the usual plea taken by the Railways. In view of the constant pleading regarding constraint of resources, will the Hon. Minister of Railways give up his juvenile waywardness which we find in him when he exhibits air-conditioned quest-houses.....

MR. SPEAKER: I think it is not unparliamentary!

SHRI SUNIL MAITRA: and divert such funds to the renewal of railway tracks?

SHRI C. K. JAFFAR SHARIF: The question does not arise out of this question. As has been said by the Hon. Member, financial constraint is more important.

But, in spite of the fact we are making good progress.

SHRI SUNIL MAITRA: How is it?

श्री शिवप्रसाद साहू : अध्यक्ष महोदय , अभी हमारे रेल मंत्री जी ने जो आंकड़े दिये हैं उस में इन्होंने 1-4-82 तक 18 हजार कि० मी० नयी रेल लाइन के संबंध में बताया है लेकिन इस वर्ष 8 हजार कि० मी० ही नयी रेल लाइन का निर्माण कराया जायेगा । मैं, मंत्री महोदय से यह जानना चाहता हूं कि क्या जो नवीकरण की स्कीम अभी आप लाए हैं उसके अन्दर खास कर के जो उड़ीसा और बिहार के पठारी क्षेत्र हैं, उनको प्राथमिकता देंगे अथवा नहीं ?

SHRI C. K. JAFFAR SHARIEF: It is a question of doing wherever the track condition is bad and wherever it

is necessary to renew; it goes according to the needs of the situation.

DR. SUBRAMANIAM SWAMY: All over the country, track-renewals are necessary. . .

MR. SPEAKER: Instead of that grey, you have now got this blue! Swamis also change colour!

DR. SUBRAMANIAM SWAMY: Not inside, Sir, only outside.

SHRI RATANSINH RAJDA: In any case it is not red.

PROF. MADHU DANDAVATE: Don't call him 'Blue Swamy'. That is unparliamentary.

PROF. MADHU DANDAVATE: Don't call him 'Bule Swamy'. That is unparliamentary.

MR. SPEAKER: Red is red-rag to him!

DR. SUBRAMANIAM SWAMY: Blue is a sign of my blue-blood.

AN HON. MEMBER: Swami-dada.

DR. SUBRAMANIAM SWAMY: master blue-blood. Sir, this is made in America. Don't tell them. They will get irritated.

This track-renewal problem has to be looked at from the point of view of priorities. Some areas require immediate attention. The biggest revenue-givers for the Railways are the area of Bombay, and the suburban lines are having accident because there are fractures on the tracks and there has been no renewal for the last 30 years whereas renewals are going on elsewhere. I do not know why the city of Bombay is discriminated against. Is there any proposal to give priority attention to renewal of tracks in Bombay suburban area.

MR. SPEAKER: This is just a clear case of favouritism!

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHAUDHURI): We are using ultrasonic devices nowadays to detect the rail defects, and I can assure the hon. Member that we will do the needful. The need is there.

Construction of Banspani-Jakhapura Railway Line of Orissa

†63. **SHRI HARIHAR SOREN:** Will the Minister of RAILWAYS be pleased to state:

(a) the target set for the construction of Banspani-Jakhapura railway line (2nd and 3rd Phases) of Orissa;

(b) the reasons for the delay; and

(c) the details about the steps proposed to be taken in 1983-84 to expedite the construction of the above railway line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) to (c). After completion of the Jakhapura-Daitari new railway line (Phase-I) and its opening to goods traffic, the Final Location cum Traffic Survey between Daitari and Keonjhar (Phase-II) was sanctioned and taken up. The Survey is in progress. Further action for taking up construction of second phase will be taken only after completion of the survey and detailed scrutiny of the project report, subject to availability of resources and clearance by the Planning Commission.

The question of taking up the phase beyond Keonjhar to Banspani (Phase-III) will be considered after completion of the second phase.

SHRI HARIHAR SOREN: I am glad that final location-cum traffic survey between Daitari and Keonjhar (Phase II) was sanctioned and taken up. But the delay in the construction of this II-Phase will lead to increase in cost. Therefore, will the hon. Minister tell the House whether steps are proposed to be taken to start the construction work during the year 1983-84?

SHRI C. K. JAFFAR SHARIEF: As has been said, we are waiting for the survey report. Once the survey report is available, definitely we can think of taking up further action.

SHRI HARIHAR SOREN: The III-Phase between Keonjhar and Banspani still remains to be sanctioned. As the proposed Daitari Steel Plant which is coming up will be able to draw the entire-quantity of iron ore and manganese ore from mines in Keonjhar district over this line, the construction of the whole project is necessary. Therefore, will the hon. Minister let the House know whether sufficient funds will be provided for the construction of the whole project and whether Government will see that the construction of the whole project is completed by the end of the Sixth Plan?

SHRI C. K. JAFFAR SHARIEF: The problem with regard to this line is that the very first phase, Jakhapura-Daitari section is open for the traffic, particularly to carry the ore to the Paradip Port, and even this is not being utilised by the Orissa Government. They are using the roadways. So there has been a lot of discussion between the Railways and the State Government. Now they have agreed. Only after the traffic is moved and we get enough traffic and after the next survey which we are conducting, then only we will be able to consider it.

SHRI CHINTAMANI PANIGRAHI: I think the hon. Minister is already aware that the Planning Commission had approved the second phase of Jakhapura-Banaspani line in 1981 and the money was also given for construction of this line for the second phase from Daitari to Keonjhar. The Minister was saying that the ore could not be transported by this track to Paradip and the State Government transported it by truck. I think all these things were discussed with the State Government by the Railway Board and the Ministry and whatever shortcomings and difficulties were they were sorted out with the State

Government and the Railway Ministry was kind enough to sanction this project and money was also sanctioned and the Planning Commission has also approved. Therefore, I would appeal to the hon. Minister. The State Government is very often trying to persuade the Central Government and the money also has been sanctioned. I do not understand why then there is this second survey when the final location survey has already been made and why another third and fourth survey is going on and why it is delayed. I would like to know why the construction of this line is not expedited.

SHRI C. K. JAFFAR SHARIEF: There is no third or fourth survey. Survey is always required for fixing the selected alignment. Earlier only preliminary survey had been done. The question of taking up the second phase does not arise now as funds are not available.

श्री आर० एन० राकेश : मैं माननीय मंत्री जी से जानना चाहता हूँ कि एन० ई० रेलवे, बनारस डिब्रीजन के माधोसिंह रेलवे स्टेशन से चीनघाट, मिर्जापुर की मीटरगेज की लाइन पिछली बाढ़ में जो बुरी तरह से बह गई मिर्जापुर घाट और चीन घाट रेलवे स्टेशन का स्टाफ बड़े-बड़े वेतन ले रहा है, इस ओर आपके मंत्रालय का ध्यान क्यों नहीं गया ? इसके लिये कौन जिम्मेदार हैं और कब तक इस ओर सरकार का ध्यान जायेगा ?

MR. SPEAKER: The question looks to be off the track.

श्री आर० एन० राकेश : यह बहुत इम्पोर्टेंट प्रश्न है ।

अध्यक्ष महोदय : आप लिखकर दें, दोबारा करवायेंगे ।

DR. KRUPASINDHU BHOI: I would like to know whether the Railway Ministry is aware of the fact that

construction of this railway line started in 1975 and this line just for bypassing and for dilatory tactics, they have made it in three phases. This railway line is meant for connecting the hinterland, the Ruhr of India which is the mineral belt of Orissa and Bihar to the Paradip port which is a natural, deep-draft port in the country and which can be made an international port. I want to know whether the Railway Ministry has taken up this matter with the Ministry of Shipping and Transport that for the export of iron, manganese and other ores this railway line is a must. It has been declared time and again in Orissa and here that this railway line should be constructed forthwith. The Minister has said that there is no fund. It is very surprising. As my friends and others have asked, I want to know whether the Railway Ministry will finalise the construction of this line within the Sixth Five Year Plan and if not, I want to know what are the bottlenecks. Also I want to know what are the criteria for railway lines?

MR. SPEAKER: This is a diatribe and not a question.

SHRI C. K. JAFFER SHARIEF: I have already said iron ore traffic is not coming from Daitari to Paradeep. Discussions are being held with the State Government.

DR. KRUPASINDHU BHOI: The Central Government should do it.

MR. SPEAKER: I don't think he can find funds for the Railways at such short notice!

DR. KRUPASINDHU BHOI: It is the duty of the Centre. It is a strategic mineral.

SHRI C. K. JAFFER SHARIEF: Whatever information I have with me regarding the movement of iron ore and the discussion we had with the State Government, I have already given to the House. So far as total completion of the line is concerned, there are constraints of funds. As

and when funds are available we will do it.

Beggars Rounded up in the Capital during Asiad

*64. SHRI JAIPAL SINGH KASHYAP: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) how many beggars were rounded up in the Capital on the occasion of ASIAD;

(b) the expenditure incurred by the Government in keeping these beggars in various homes;

(c) how many of these beggars have been deported to their home States and what are the reasons for not deporting the remaining beggars; and

(d) what measures are proposed to be taken by Government to end the begging menace in the Capital for good?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Rounding up of beggars is a normal function of the Delhi Administration which is entrusted with the responsibility of enforcing the provisions of Bombay Prevention of Begging Act, 1959. 6258 beggars have been rounded up from 1-4-82 to 31-1 '83.

(b) The total expenditure incurred on the Beggar Homes maintained by the Delhi Administration during the period from April, 1982 to January, 1983 is Rs. 61,61,468—63 p.

(c) 487 beggars have been repatriated to their home States and arrangements are being made to repatriate more beggars to other States.

(d) Besides the effective enforcement of existing legislation the Union Territory Administration is also considering to expand the existing infrastructure for rehabilitation of persons engaged in beggary.

श्री जयपाल सिंह कश्यप : माननीय अध्यक्ष महोदय, भिक्षावृत्ति इस देश के लिए केवल एक समस्या ही नहीं है बल्कि वह इस देश के लिए एक शर्मनाक कलंक भी है। मैं आपके माध्यम से माननीय मंत्री जी से जानना चाहूंगा कि सारे देश के कितने प्रतिशत भिखारी यहां दिल्ली में रहते हैं। वैसे तो कुछ इण्टरनेशनल भिखारी भी हैं—इण्टरनेशनल मानेटररी फण्ड की ओर मेरा इशारा है। वैसे तो बार-बार समाचार-पत्रों में छपा है और खास तौर से “हिन्दु-स्तान टाइम्स” के 25 दिसम्बर के अंक में यह छपा था कि दस हजार से अधिक भिखारी एशियाड के टाइम पर यहां दिल्ली से हटाये गए थे। उनकी व्यवस्था को लेकर और उनके खर्च को ले कर दिल्ली एडमिनिस्ट्रेशन और सेंट्रल गवर्नमेंट के बीच काफी विवाद रहा कि उनके खर्च को कौन उठाए तथा उनके पुनर्वास के लिए जो व्यवस्था करनी चाहिए थी वह व्यवस्था नहीं हुई। मैं जानना चाहूंगा कि देश में जो बहुत बड़ी संख्या में भिखारी हैं—यहां दिल्ली में भी हैं—उनके पुनर्वास के लिए सरकार कौन से ठोस उपाय कर रही है? भिक्षावृत्ति को कैसे रोका जाए और उनको कैसे रिहैबिलिटेड किया जाए—इस सम्बन्ध में सरकार की क्या योजना है? क्या इस सम्बन्ध में सरकार की कोई ठोस योजना है और सरकार कोई व्यवस्था करने जा रही है—यह मैं जानना चाहता हूँ।

श्री पी० के० थुंगन : मैंने जैसा बताया है, दिल्ली एडमिनिस्ट्रेशन ने 61,61,468 रुपये खर्च किए हैं। जहां तक उनको रिहैबिलिटेड करने का प्रश्न है, रिहैबिलिटेशन प्रोग्राम्स को स्टेट गवर्नमेंट्स लुक-आफ्टर करती हैं।

तीसरा सवाल माननीय सदस्य ने यह पूछा था कि खर्च के बारे में सेंट्रल

गवर्नमेंट और दिल्ली एडमिनिस्ट्रेशन के बीच कोई कन्फ्यूजन था। मैं कहना चाहता हूँ कि कोई कन्फ्यूजन नहीं था। एशियाड के समय जितने बैगर्स को रिहैबिलिटेड किया गया, उस में जो खर्चा देना चाहिए था, वह दिल्ली एडमिनिस्ट्रेशन ने दिया है।

श्री जयपाल सिंह कश्यप : मैं माननीय मंत्री जी से जानना चाहूंगा—जितने बैगर्स को एशियाड के समय रिहैबिलिटेड किया गया, क्या सरकार की नीति उनको रिहैबिलिटेड करने की थी या केवल एशियाड में आये हुए हमारे मेहमानों की निगाह उन बैगरों पर न पड़े, इस उद्देश्य से उनको हटा रखा गया, क्योंकि देश के बैगरों को रिहैबिलिटेड करने के लिए अभी तक इस तरह का कोई कदम नहीं उठाया गया है। एशियाड के दौरान जिनको आप ने रिहैबिलिटेड किया या दूसरे राज्यों को भेजा, क्या उन के रिहैबिलिटेशन का काम आज भी चल रहा है? क्या अभी भी उनको उसी तरह की सुविधायें दी जा रही हैं या अब आप ने उस काम की छुट्टी कर दी है, उसको रोक दिया है?

बच्चे, स्त्रियां और बूढ़े जो विशेष रूप से भिक्षा-वृत्ति के शिकार हो रहे हैं, कुछ ऐसे गैंग्स हैं जो उनको इस काम को करने के लिए बाध्य करते हैं। यहां तक शिकायतें मिली हैं कि दिल्ली में पुलिस के अफसर और कर्मचारी बैगरों को जगह एलाट करते हैं कि तुम यहां पर बैठ कर भीख मांगोगे और रोजाना शाम को उन की आमदनी में से हिस्सा ले लेते हैं। क्या ऐसी घटनायें आप की जानकारी में हैं?

श्री पी० के० थुंगन : बैगरों को रिहैबिलिटेड करने और बैगिंग को समाप्त करने का जो कार्यक्रम है, वह बहुत दिनों से चलता आ रहा है। दूसरी पंच वर्षीय योजना तक यह सेंट्रली स्पान्सर्ड स्कीम

थी, लेकिन उस के बाद एन० डी० सी० ने फैसला किया कि यह काम राज्यों के द्वारा किया जाना चाहिए। इस लिए अब इसे राज्यों के द्वारा किया जा रहा है।

दूसरा सवाल आप ने यह पूछा है कि क्या कोई पुलिस अफसर कमीशन लेता है—मेरे पास यह इन्फर्मेशन नहीं है। अगर आप के पास कोई जानकारी है तो मुझे दे दीजिये, मैं देख लूंगा।

SHRI ATAL BEHARI VAJPAYEE: Sir, it appears that the number of beggars is multiplying and according to the statement it is the normal function of the Delhi Administration to round them up. I would like to know how many beggars died so far and according to the statement 6258 were arrested. Out of this figure, how many have died in the Seva Kutir in Kingsway Camp, because of severe cold and lack of availability of food and proper health amenities? The Beggar Homes have become dens of corruption. I would like to know whether a High Power Enquiry will be instituted to find out the actual state of affairs prevailing in the Beggar Homes in the country.

SHRI P. K. THUNGON: The hon. Member wanted to know the number of dead among the beggars. Probably it refers to Asiatic period. I would like to inform this august House that it was only 4 and the total number of beggars rounded up was 1595. As regards setting up of a Committee for this purpose, we do not have any proposal as such at present.

MR. SPEAKER: Shrimati Dandavate. A healing touch by a lady Member!

श्रीमती प्रमिला बंडवते : अध्यक्ष महोदय, बंगर्स की प्रब्लम जैसी दिल्ली में है, वैसी सारे देश की बड़ी-बड़ी स्टेट्स में है, बड़े नगरों की है और बम्बई शहर में बहुत से बंगर्स हैं और महाराष्ट्र के शासन ने

बहुत बार यह कहा है कि 70 परसेण्ट से ज्यादा बंगर्स महाराष्ट्र के बाहर से हैं। तो मैं मंत्री जी से यह पूछना चाहती हूँ कि पूरे देश में बड़े-बड़े शहरों में जा बहुत बड़े पैमाने पर बंगर्स आते हैं, उन का जो सवाल है और उन की जो समस्याएं हैं, उन को हल करने के लिए कोई कमीशन नियुक्त किया जाएगा जिस से देश के सारे शहरों में इस समस्या को हल करने में कुछ मदद मिले क्योंकि यह सवाल सिर्फ दिल्ली का नहीं है बल्कि पूरे देश का है और खास तौर पर बम्बई जैसे बड़े शहरों का है। बंगर्स अलग अलग क्षेत्रों हैं लेकिन वहां का प्रशासन उनकी जिम्मेदारी को मंजूर नहीं करता है। इसलिए इन सब बातों को देखने के लिए एक कमीशन नियुक्त होना चाहिए।

श्री पी० के० थुंगन : यह बिल्कुल सच है कि सारे देश में बहुत से बंगर्स हैं और इस प्रब्लम को हल करने के लिए करीब-करीब सभी स्टेट्स की कांफ्रिमेंटेशन चाहिए और स्टेट्स चाहती भी हैं कि यह प्रब्लम हल हो। करीब 15 स्टेट्स ने यह ला बनाया है और 2 यूनिजन टेरिटरीज ने भी एण्टा बंगर एक्ट बनाया है। कमीशन बनाने के बारे में जो प्रश्न किया गया है, उस के बारे में मैं पहले ही बता चुक हूँ कि हमारे पास इस वक्त ऐसा कोई प्रोपोजल नहीं है।

श्री राम नगीना मिश्र : यह देश के लिए एक कलंक की बात है कि इस देश में ऐसे लोग हैं, जिन के पास न कोई घर है और न खाने का उन के लिए कोई प्रबन्ध है और यह कोई साधारण प्रश्न नहीं है। यह एक राष्ट्रीय प्रश्न है। मैं माननीय मंत्री जी से यह जानना चाहूंगा कि इस कलंक को मिटाने के लिए राष्ट्रीय स्तर पर क्या सरकार कोई ऐसी योजना बनाने का विचार कर रही है,

जिस से उन को रोटी-रोजी मिल सके और वे भूखे न मर सकें और यदि ऐसी कोई योजना नहीं है तो क्या नहीं सरकार ऐसी योजना बना रही है ?

श्री पी० के० थुंगन : यह सच बात है कि यह एक कलंक की बात है लेकिन इस कलंक को मिटाने के लिए सरकार ही सब कुछ नहीं कर सकती । यह एक सोशियो-एकॉनामिक समस्या है और हर सेक्शन के लोगों के सहयोग की इस में जरूरत है ।

श्री राम नगीना मिश्र : मेरे प्रश्न का जवाब नहीं आया । सरकार का क्या ब्यू है, इस का जवाब नहीं आया क्या सरकार इस कलंक को मिटाने के लिए कुछ कर रही है ?

अध्यक्ष महोदय : यह बता दिया गया है, आप न समझें, तो क्या करें ।

SHRI CHANDRAJIT YADAV: Sir, I want to raise a question of fundamental right of the beggars. Only yesterday, hon. Member, Shri Sparrow, said that every Indian citizen has got a right to go in any part of the country and to live in any part of the country. Beggars are also Indian citizens. How is it that you are forcibly deporting them from one place to another, from Delhi to other States? Is it not a fundamental right of the beggars, like any other Indian citizen, to live in any part of the country and not to be deported to other States?

Secondly, as the hon. Minister has himself admitted, there are a large number of beggars in the country. It is a very unfortunate thing; it is really a blot on our society. Sir, begging is one profession which attracts the attention of the people who visit the country. Therefore, there have been lots of things written on this. Sir, it is a shame on our society. I would

say if there is a will to tackle this problem, it can be done. For example, China used to have a very large number of beggars. People visiting China have written that China has very effectively eliminated begging and there is no beggar anywhere in the streets of China now. Similarly, Sir, in South Vietnam, you know there were lakhs of prostitutes. But within a few years the Vietnamese Government tackled it effectively and rehabilitated them. If there is a serious effort in this regard, the problem can be solved in India also. Since the State Governments have no funds, I would like to know if the Central Government will ask the Planning Commission to work out a scheme with the help of the State Governments that within a fixed period of time the begging is eliminated from this country?

MR. SPEAKER: I came across something of this character. One man had written a book in which he mentioned about one thousand ways to earn the livelihood. One day he was begging in the street. Someone like you also knew him. He asked him, well you have written a book which suggests one thousand ways to earn a livelihood; and why are you begging? He replied this is the easiest way to earn the livelihood.

SHRI P. K. THUNGON: Sir, this problem is there in our society because of our religious attitude. When our people go for pilgrimage, they tend to donate more and more to the beggars. I have already stated that this is a socio-economic problem which will need cooperation from all sections of the people.

Secondly, about the effective implementation i.e. stopping of begging altogether, the line which the Hon. Member has suggested, we are already taking up with the Planning Commission to arrange more funds and have cooperation with the State Governments. For the information of the hon. Members, we have already taken this up with the Planning Commission and

as I have already started till the second year of the Fifth Five Year Plan, it was a centrally sponsored scheme and according to that scheme Centre was providing funds to the States to tackle the problem. But the NDC in its wisdom deemed it fit and decided that it would be better implemented by the State Governments. That is why it was transferred to the State Governments. Now the Planning Commission is directly dealing with the State Governments in this regard.

It is also a fact, as I have stated in my main reply, as the Delhi Administration is taking effective steps to round up beggars and rehabilitate them by creating beggar Homes, in State Governments also they are doing the same thing.

Thirdly, about China, which the Hon. Member has mentioned, I would like to state this much only that they have altogether a different system. So we cannot compare our system with their system.

श्री जमोलूरहमान : मोहतरम स्पीकर साहब, यह मसला एशियाड से शुरू हुआ था। मामला चूंकि कौमी है, इसलिए सारे दोस्तों ने इसकी कौमी मसले के तौर पर डील किया है। मैं बजीरे मोहतरम से यह पूछना चाहूंगा, जैसा कि उन्होंने अपने जवाब में कहा कि एन० डी० सी० के फैसले के बाद से यह मामला सूबों को चला गया और सूबे की सरकारें इसको डील कर रही हैं, जो कि एक अच्छी बात है; 1981-82 में सोशल सिक्यूरिटी के तहत बिहार में अंधे, लंगड़े-लूले और अपाहिज वगैरह: वगैरह के लिए कितने रुपये सरकार ने खर्च किये? इसके आंकड़े चाहें तो अभी दे दें, नहीं तो बाद में दें, मगर दें जरूर।

श्री जमोलूरहमान : मोहतरम

असहियकर صاحب یہ مسئلہ ایشیائی سے شروع ہوا تھا۔ معاملہ چونکہ قومی ہے اس لئے سارے دوستوں نے اس کو قومی مسئلے کے طور پر ذیل کیا ہے۔

میں وزیر محترم سے یہ پوچھنا چاہوں گا جیسا کہ انہوں نے اپنے جواب میں کہا کہ این۔ ڈی۔ سی۔ کے فیصلے کے بعد سے یہ معاملہ صوبوں کو چلا گیا اور صوبے کی سرکاریں اس کو ذیل کر رہی ہیں۔ جو کہ ایک اچھی بات ہے۔ ۱۹۸۱-۸۲ء میں سوشل سیکورٹی کے تحت بہار میں اندھے لنگڑے لوگ اور ایسا ہی وغیرہ وغیرہ کے لئے کتنے روپے سرکار نے خرچ کئے۔ اس کے انکڑے چاہیں تو ابھی دے دیں نہیں تو بعد میں دیں مگر دیں ضرور۔

अध्यक्ष महोदय : बाद में भिजवा देंगे।

श्री जमोलूरहमान : मैं यही मान कर चलता हूँ।

شہری جمیل الرحمن : میں یہی

مان کر چلتا ہوں۔

Strike by Delhi University Teachers

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***65. SHRI JITENDRA PRASAD:
SHRI SURAJ BHAN:**

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Delhi University teachers were on strike for the last few months;

(b) if so, the main reasons for unrest among the teaching staff leading to such a strike; and

(c) the steps taken or proposed to be taken to avert the situation so that student community does not suffer on this account?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c) A

statement is laid on the Table of the House.

Statement

(a) The Delhi University teachers were on strike from 12th October, 1982 to 28th January, 1983.

(b) and (c). The basic issues on which the strike was launched related to provision of more housing facilities and promotional avenues for teachers. While the matter regarding housing facilities was settled early, there were protracted negotiations regarding the other demand for promotional avenues.

The strike has been suspended from January 29, 1983 and the normal teaching programmes have resumed in the light of negotiations and settlement between teachers' association and Delhi University. The University has re-scheduled the examinations to make up for the lost teaching time. The teaching will continue till the beginning of May 1983 and examinations will commence from the middle of May. The University and Colleges will remain in session till 30th June, 1983 and will re-open on 1st August, 1983 after summer vacations.

SHRI JITENDRA PRASAD: This is the largest University in the country, and that was the longest strike in the history which has caused irreparable damage to the students, and to the reputation of the University as well. In part (c) of my question, I had asked what were the steps taken or proposed to be taken to avert the situation. The Minister has not replied to this in his answer. I would like to ask the Minister about the details of the settlement reached with the teachers in the Delhi University, and the funds required to fulfil the demands.

SHRI P. K. THUNGON: The main demands of the DUTA related to the accommodation problem and promotional avenues. In regard to all these problems and their demands, we had taken a series of actions, and we were not sitting tight on hearing their demands. I would like to state at this

stage that the strike started on 12th October 1982. After that, UGC has also considered their case. I would like to put it in chronological order, as to what action we have taken, and what we have given.

On 19th October, UGC met to consider, among other things, the promotional scheme. On 20th October, I had appealed to the DUTA teachers to withdraw the strike. On 30th October, Ministry wrote a letter to the Vice Chancellor indicating Government's intention to expedite a decision on various matters.

SHRI JITENDRA PRASAD: I am asking about the details of the settlement.

SHRI P. K. THUNGON: I am telling you about the details of the settlement. They wanted the accommodation problem to be solved, and that problem has been more or less solved.

SHRI SATYASADHAN CHAKRABORTY: No... (Interruptions)

SHRI P. K. THUNGON: We have provided Rs. 3 crores for the Delhi University for solving their accommodation problem, which is what they require according to their demand. Also, to the extent of Rs 6 crores, the colleges under Delhi University would be able to utilize funds, and the problem of accommodation can be solved.

As regards promotional avenues, which is their second demand, it has been agreed that those teachers who have rendered service upto 15 years can be promoted, after an assessment. And those teachers who have rendered ten years of service and who have a Ph.D. degree, after assessment, can also be promoted. They should be eligible for promotion. These were the two main demands, which we have dealt with in this manner.

MR. SPEAKER: The Question Hour is now over.

WRITTEN ANSWERS TO QUESTIONS

Facilities to railway passengers

*66. SHRI ZAINUL BASHER: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that he has publicly expressed his dissatisfaction in relation to the facilities to the passengers and trouble-free journey to them;

(b) if so, whether it had the desired effect; and

(c) what steps have been taken to lessen the hardships faced by the passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir. The Minister of Railways has had occasions to express his desire to provide adequate facilities to railway passengers.

(b) Yes, Sir.

(c) A statement is laid on the Table of the Sabha.

Statement

The Railways have taken a number of measures to bring about a lasting improvement in all the areas which have a bearing on passenger travel. Some of these important measures are as under:—

(a) The setting up of multi disciplinary Task Groups at 51 stations, entrusted with the responsibility of ensuring that the various amenities are maintained at a satisfactory level and that railway users derive the benefit of honest, courteous and efficient service.

(b) Sustaining the magnitude of checks and alert against mal-practices in reservations at a sufficiently high level throughout the year and periodical intensification in the shape of intensive drives particularly during the rush periods.

(c) Conducting, in addition, periodical drives against un-authorised occupation of reserved coaches.

(d) Initiating measures to ensure that the Station Supdt. or a responsible Railway official is on duty to see off long distance trains so that it may be possible to take timely action to redress grievances of the passengers, if any.

(e) Punctuality performance of important Mail/Express trains is being monitored in the Railway Board's Office on day-to-day basis and General Managers are paying personal attention to matters pertaining to punctual running of trains.

(f) With a view to ensuring security of passengers and their belongings, armed Government Railway Police personnel are provided in passenger-carrying trains, particularly at night in vulnerable areas. The Railway Protection Force assists the Government Railway Police in this regard as and when required.

(g) Powers of General Managers to sanction Passenger-amenity works on out of turn basis have been enhanced from Rs. 1 lakh each to Rs. 2 lakhs each.

Coastal shipping

*67. SHRI RASHEED MASOOD: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the coastal shipping in the country has not made any appreciable progress and is heading towards the brink;

(b) if so, whether Government have made any assessment with regard to the ills in the shipping industry in the country with a view to remove the impediments in the progress of the industry;

(c) if so, what is the result thereof; and

(d) what steps have been taken or are proposed to be taken by the Government to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Yes, Sir. Coastal shipping has not made appreciable progress. However, it has shown improved performance during the last two years.

(b) Yes, Sir.

(c) and (d) A statement giving the requisite information is laid on the Table of the House.

Statement

In order to strengthen the coastal fleet and coastal shipping, Government considered it necessary that there should be proper Plan for the Eighties in respect of coastal shipping. Government, therefore, appointed a Committee on Coastal Shipping under the Chairmanship of Director General of Shipping in September, 1980 in order to facilitate the preparation of this Plan. Some of the recommendations of the Coastal Shipping Committee relating to introduction of a new definition of coasting vessel known as 'Restricted Home Trade Ship' in the Merchant Shipping Act, 1958, enactment of a separate legislation on the basis of the defunct Indian Coasting Vessels Act, 1838, for dealing with matters relating to coastal vessels, exemption of coastal vessels/cargo from present constraints arising from customs/ports procedures, development of Tuticorin Port as a regular bunker port and provision of separate staff in the Directorate General of Shipping to coordinate and organise coastal movement have been accepted by the Government. The recommendations of the Coastal Shipping Committee regarding delegation of powers for fixation revision of freight rates for carriage of coal and salt by coastal shipping and for levying specific surcharge from time to time to compensate for the increase in trimming charges have also been accepted by the Government with the modification that the proposed powers may be exercised by the Ministry of Shipping and Transport on the basis of the recommendations of the Shipping Rates Advisory Board and in consultation with the Ministry of Fin-

ance instead of by the Director General of Shipping. The Director General of Shipping has, however, been delegated the powers for fixation of bunker surcharge on coal and salt carried by coastal shipping in accordance with the escalation formula evolved by the Bureau of Industrial Costs and Prices without any reference to Shipping Rates Advisory Board. The remaining recommendations of the Coastal Shipping Committee are under consideration.

With a view to ensuring the economic viability of coastal operations, the coastal freight rates in respect of coal and salt have been revised with effect from 31-1-1983 on the basis of the recommendations of the Bureau of Industrial Costs and Prices.

Mistakes in Railway time tables

*68. **SHRI MANOHAR LAL SAINI:** will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway time-table issued in October, 1982 are full of mistakes and show wrong departure days and timings of some of the trains and some Members of Parliament have drawn the attention of the Railway Minister in that behalf but without success and that people have also raised this matter through the newspapers; and

(b) if so, reasons for allowing circulation of time-tables containing mistakes and details of steps taken to rectify the errors?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Sir, in the public interest certain changes in days and timings of trains had to be made after Zonal Railways' time tables were printed and therefore, these last minute changes could not be incorporated in them. However efforts were made to incorporate these changes in the 'Trains at a Glance'. Wide publicity through newspapers, Station Notice Boards etc. was given to the last minute changes so that

public are not put to inconvenience.

Exclusive terminal for South Eastern Railway at Howrah Station

*69. SHRI NIREN GHOSH: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for the South Eastern Railway to have an exclusive terminal of its own which it now shares with the Eastern Railway Howrah Station; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Sir, the question of having a separate Coaching Terminal on the South Eastern Railway in Calcutta area has been under consideration. A Task Force consisting of representatives of various interests, including the Government of West Bengal has since been formed to examine the question and to furnish a report. Further details about the arrangement will be available only after the receipt of the report of the Task Force.

Subjects discussed at the meeting of non-aligned coordinating bureau

*70. SHRI MADHAVRAO SCINDIA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the coordinating bureau of non-aligned countries in their plenary meeting held in Managua in second week of January expressed grave concern at the rising trend of the attempts made by big powers in recent times to destabilise and exploit countries in the Latin American region;

(b) if so, whether this came in the context of the concern expressed by Nicaraguan and other Latin American leaders against what they called "aggressive policies" of the USA against these countries;

(c) what specific acts on the part of the USA and other big powers aimed

at causing, tension and destabilisation in the region were highlighted at the conference; and

(d) what is Government's reaction thereto?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) and (b) the Ministerial meeting of the Coordinating Bureau held in Managua from January 10 to 14, 1983, Nicaragua and other Latin American leaders had expressed concern at what they described as the "aggressive policy" of the USA against these countries. The draft communique proposed by Nicaragua also described the situation in Latin American region as having been aggravated by the intensification of imperialist interference in the internal affairs of the States of the region.

(c) The final communique adopted at Managua refers to the threats and acts of aggression against Nicaragua, the financing of undercover actions, the use of U.S. territory and that of Nicaragua's neighbours for training counter-revolutionary forces and the violation of Nicaragua's airspace and territorial waters by U.S. planes and ships all of which has resulted in terrorist actions, armed attacks, the blowing up of bridges and other acts of sabotage aimed at overthrowing the revolutionary government, taking a toll of more than 400 Nicaraguans killed, wounded and/or kidnapped since 1979, in addition to causing heavy material damage to the economy.

(d) The communique, which is based on the draft presented by Nicaragua was adopted by consensus. The Indian delegation was party to that consensus.

Conversion of metre gauge suburban system between Madras Beach and Tambaram

*71. SHRI ERA ANBARASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the proposal for conversion of Metre Gauge suburban sys-

system between Madras Beach and Tambaram upto Villupuram has been included in the Sixth Five Year Plan;

(b) if not, whether there is any proposal to include it in this plan and take up its execution; and

(c) if not, whether the proposal for doubling of track between Tambaram and Chengleput would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) There is no proposal at present under consideration either for conversion of the Metre Gauge system between Madras Beach and Villupuram or for doubling the track between Tambaram and Chengleput.

Central Medical assistance provided to Orissa

*72. SHRI ARJUN SETHI:
SHRI K. PRADHANI:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that Orissa State still needs Central assistance for treatment of waterborne diseases, stomach ailments, cold and fever, diarrhoea, snake bites, etc. which are to be attended to in inaccessible places; and

(b) if so, what are the details regarding medical assistance provided by the Central Government to the State of Orissa, in view of the prevailing flood and drought situation there?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI B. SHANKARANAND): (a) and (b) Orissa was affected by severe floods on the 1st of September, 1982. In response to the request from the State Government medicines, vaccines and disinfectants were immediately rushed to the State Government from Government of India's Medical Stores Depot at Calcutta. A High Level Medical Team of experts headed by Additional Director General of Health Services visited the

State on the 9th of September, 1982 and rendered necessary guidance to the State Authorities in the matter of organising medical relief in the wake of the floods. Central assistance of Rs. 39 lakh towards medical relief has been given to the State. There has been no further request from the State Government for any Central assistance for medical relief.

Fish plates found missing between New Azadpur and Badli Railway stations

*73. SHRI BALKRISHNA WASNIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether a number of fish plates were found missing from a section of railway track between New Azadpur and Badli Railway stations on or around 2 December, 1982;

(b) if so, whether investigations in the matter have resulted in detecting the culprits; and

(c) number and locations of similar incidents of sabotage on the Indian Railway during the last quarter of 1982?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Sir. On the night of 30-11-1982/1-12-1982, 12 fish plates, 24 bolts and 6 keys were found missing from railway track between New Azadpur and Badli Railway Stations.

(b) No Sir, not yet.

(c) Apart from the case which occurred between New Azadpur and Badli Railway Stations, 5 other similar incidents of missing of fish plates etc. from the track, in which sabotage was suspected by the Police, were noticed on the railways during October to December, 1982. These incidents occurred between (i) Jakhora and Dilwara Stations (Central Railway) (ii) Alambagh and Amausi Stations (Northern Railway), (iii) Dhekiajuli and Belsiri Stations (Northeast Frontier Railway) (iv) Near Lalapet Station (Southern

Railway) and (v) Balod and Kusumkasa Stations (South Eastern Railway).

Construction of Karur-Dindigul track

*74. SHRI K. T. KOSALRAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the State Government of Tamil Nadu has acquired and handed over the required land to the Southern Railway for the construction of Karaikudi-Dindigul-Tuticorin-Tirunelveli broad gauge track;

(b) if not, the reasons for the delay; and

(c) by what time the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Land acquisition proceedings are in progress.

(c) No target date can be fixed for the entire project in view of the severe constraint of funds.

Opening of Universities/Colleges after obtaining U.G.C.'s permission in States Union Territories

*75. KUMARI PUSHPA DEVI SINGH:

SHRI GHUFRAN AZAM:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Ministry has advised all the States and Union Territories not to open universities and colleges without consulting the University Grants Commission;

(b) if so, whether any representations are pending with University Grants Commission for opening more Universities and colleges in the States; and

(c) if so, details thereof and steps contemplated by Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) The Central Government have suggested to all State Governments and Union Territories that there should be adequate consultations with the University Grants Commission and/or the Central Government before proposals for the establishment of new Universities are finalised. No such suggestions were made in respect of opening of Colleges.

(b) and (c). A proposal for establishment of a new University in Gujarat received from the State Government is under examination in the Commission. A proposal of the Government of Maharashtra to establish a Technological University was recently accepted in principle. The Commission was not in favour of accepting a proposal made by the Government of Andhra Pradesh in July, 1982 to establish a Women's University in that State.

Supply of nuclear fuel by France

*76. SHRI M. V. CHANDRASHEKHARA MURTHY:

SHRI B. V. DESAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether final agreement between India and France has been reached in regard to supply of fuel to Tarapur Power Plant;

(b) if so, whether France has agreed to supply the enriched uranium within the framework of the 1963 Indo-U.S. Agreement;

(c) if so, details of the final agreement reached; and

(d) what is USA's reaction to this agreement?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) to (c). On 26 November 1982 India and France reached an agreement in which France agreed to supply enriched uranium for the Tarapur Atomic Power Station in lieu of the

United States within the framework of the 1963 Indo-US Agreement and the 1971 Trilateral Agreement between India, USA and IAEA. The commercial contract between India and France on the actual supply of fuel is presently under negotiation.

(d) On 30 November 1982, the US Government informed the Government of India through its Embassy that the United States confirms that it waives its right to have the Government of India purchase from the United States all requirements of enriched uranium for use as fuel at the Tarapur Atomic Power Station.

Neglect of vocational courses in schools in States/Union Territories

*77. SHRI K. LAKKAPPA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government are aware that a number of States and Union Territories are neglecting the vocational courses in the schools;

(b) if so, details thereof and the progress of its implementation;

(c) whether it is a fact that several States have diverted funds meant for this programme to other sectors; and

(d) if so, what steps have been contemplated by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). A statement is laid on the Table of the Sabha.

Statement

Vocationalisation at the 2 stage has been advocated as an integral part of the 10 plus 2 system of school education. 24 States/UTs have implemented the 10 plus 2 system in terms both of structure and curriculum. Out of these, 10 States/UTs have introduced vocational courses at the plus 2 stage. It cannot be said that other States/UTs are neglecting vocationalisation. While all States/UTs accepted the

philosophy of the 10 plus 2 system, actual adoption of it in practice has been delayed in some cases because of administrative, financial and, other difficulties.

2. Appreciating the significance of vocationalisation, the Conference of Education Ministers in June 1981, observed that adoption of the new system of education, in the absence of vocationalisation at the plus 2 stage, will not be effective in bringing about the desired reform in education had called for speedy introduction of vocational courses at the plus 2 stage. The Planning Commission, in its guidelines to States/UTs for the Annual Plan (1983-84) also laid stress on vocationalisation of higher secondary education. The Ministry of Education also wrote to States/UTs requesting them to earmark sufficient funds for this programme in the Annual Plan for 1983-84. This subject was also discussed in the Conference of Education Secretaries during 5-6 January, 1983. The Conference recommended that the States/UTs which have not introduced vocationalisation at the —2 stage should be urged to take immediate steps to make higher secondary school education more employment oriented.

New Container Terminal for Calcutta Port

†78. PROF. RUPCHAND PAL: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal for a new container Terminal of Calcutta Port;

(b) if so, details thereof; and

(c) steps taken by Government in this regard so far?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (c) No, Sir. However, there is a proposal to provide improved Container handling facilities at Calcutta. The Consultants engaged by the Port to make recommendations about the Container handling facilities to be provided at Calcutta have recently giv-

en their report, which is under consideration by the Calcutta Port Authorities. Further action will be taken on receipt of the proposal from the Port Trust.

Likely Expenditure on Non-Aligned Summit

†79. SHRIMATI PRAMILA DANDAVATE: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government have decided to host the 7th Non-Aligned Summit in New Delhi;

(b) what is the total expenditure likely to be incurred in hosting the conference in New Delhi; and

(c) whether any part of the total expenditure is shared by the participating countries?

THE MINISTER OF EXTERNAL AFFAIRS (SHRI P. V. NARASIMHA RAO): (a) Yes, Sir.

(b) At this stage it is not possible to give the exact figure of expenditure. Different Departments of Government are making arrangements for the Conference.

(c) On the basis of the precedent of the previous Conference the leader of the delegation (including the accompanying spouse) and additional delegates from each member of delegation and two additional delegates from each observer and guest delegations would be treated as our guest. Expenditure only in respect of conference secretariat arrangements can be partially shared by the participants.

एशियाई खेलों के लिये उपलब्ध की गयी
अतिरिक्त बसें

* 80. श्री निहाल सिंह : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) एशियाई खेलों के लिए 19 नवम्बर, 1982 से कितनी अतिरिक्त बसें उपलब्ध की गयी और राज्य सरकारों

तथा गैर-सरकारी कंपनियों से, पृथक-पृथक कितनी बसें प्राप्त की गयी, और

(ख) एशियाई खेलों के लिए प्राप्त की गयी इन बसों के लिए कितनी धन-राशि दी गयी तथा इन से कितनी आमदनी हुई ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) :

(क) एशियाई खेलकूद के दौरान कुल 590 अतिरिक्त बसें शहर में लगाई गयी थीं जो निम्नलिखित हैं:—

(i) दिल्ली परिवहन निगम की बसें	209
(ii) दिल्ली परिवहन निगम के नियंत्रण में प्राइवेट बसें	42
(iii) हरियाणा रोडवेज	200
(iv) उत्तर प्रदेश रोडवेज	139
कुल	590

(ख) दिल्ली परिवहन निगम को अपनी बसों के लिए कोई राशि नहीं देनी पड़ी। प्राइवेट बसें दिल्ली परिवहन निगम के किलोमीटर स्कीम के अन्तर्गत चल रही थीं हरियाणा और उत्तर प्रदेश रोडवेज बसों के लिए उन लोगों के साथ एक करार हुआ था कि वे प्रत्येक दिन की बिक्री अपने पास रखें। इसके अलावा, सिटी रूट पर उनके चलने वाली बसों को दिल्ली परिवहन निगम एक रुपया प्रति किलोमीटर अदा करेगी। उन्हें अदा करने वाली राशि करीब 12.34 लाख रुपये होगी। दिल्ली परिवहन निगम की बसें और इसके तहत प्राइवेट आपरेटरों की बसों से आय दिल्ली परिवहन निगम की कुल आय है। करार के अनुसार, उत्तर प्रदेश

और हरियाणा बसों से कोई आय नहीं हुई।

Capacity of Carriage and Wagon Factories

691. SHRI ASHFAQ HUSSAIN.
Will the Minister of RAILWAYS be pleased to state:

(a) the capacity of various carriage and wagon factories in India, factory wise;

(b) the production of the carriage and wagons factories for the last three year, year-wise and factory-wise;

(c) the demand of various types of carriages and wagons by the Zonal Railways and the countries of Asia and Africa;

(d) whether there is any proposal to expand the present capacities of the existing factories; and

(e) if so, details of expansion programme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. ZAFFER SHARIEF): (a) and (b). A statement showing the capacity of various carriage and wagon factories in India and the production of carriages and wagons for the last three year, year-wise, and factory-wise is attached.

(c) the requirement of carriage and wagons for Railways is worked out on an all-Railway basis only, and provided for the annual Rolling Stock Programmes, which form part of the Railway Budget. The provision made for carriages and wagons, broad type-wise, during the current year 1982-83, is as under:—

Carriages—788

Wagons (in four-wheelers)

Open	Covered	Thanks	Spl. Type
13000	2142.5	340	30

As regards the demand by the countries of Asia and Africa, it is stated that coaches produced in Railway sector, i.e., in Integral Coach Factory, Perambur are being exported by projects and Equipment Corporation of India Limited,; under the Ministry of Commerce; against specific orders secured through international bidding. It would not be possible to forecast the number of coaches that may be exported in future years. Wagons produced in Railway sector are not being exported.

(d) No.

(e) Does not arise.

Statement

Statement showing annual installed capacity of carriage and wagon building units, both in railway Sector, as well as those in the Public and Private Sectors, and actual production achieved during the last three years

Production of Carriages (including EMUs)

S. No.	Name of Production Unit/Firm	Installed capacity	Actual production Year-wise		
			1979-80	1980-81	1981-82
1	2	3	4		
1	ICF, Madras	750	712	720	730
2	BEML, Bangalore	300	250	176	300
3	Jessops, Calcutta	350	62	26	43

1	2	3	4	
<i>Production of Wagons (in terms of four wheelers)</i>				
1	BWEL/Muzaffarpur (Bihar)	1000	402	438
2	BWEL/Mokama (Bihar)	1500	202	312.5
3	BRAITHWAITE (West Bengal)	3000	812	303
4	BURN/BURNPUR (West Bengal)	3911	1525.5	1767.5
5 Govt. Under Taking	BURN/HOWRAH (West Bengal);	4750	942	1920
6	JESSOP (West Bengal)	3279	..	7
7	GIMKOO (Rajasthan)	2000	1795	952.5
8	H/G.I. (Delhi)	1000	129	54.5
9	MODERN INDUS (U.P.)	2000	588	835
10 Private	TEXMAGO (West Bengal)	3600	2777	3864.5
11	Total Railway Workshops	1600	1654	1610

गरवा स्टेशन पर रेलगाड़ियों के रुकने की व्यवस्था करना

(ड) यदि नहीं, तो इसके क्या कार हैं?

692. श्री राम विलास पासवान : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ) :

(क) क्या यह सच है कि बिहार में गरवा रोड स्टेशन और गरवा स्टेशन के बीच 12 कि. मी. की दूरी है;

(क) गरवा और गरवा रोड जंक्शन के बीच लगभग 10 कि. मी. की दूरी है।

(ख) क्या यह सच है कि अमृतसर एक्सप्रेस और चंडीगढ़ एक्सप्रेस गरवा रोड स्टेशन पर रुकती है परन्तु गरवा स्टेशन पर नहीं रुकती है;

(ख) जी : हां।

(ग) क्या यह सच है कि गढ़वा रोड जंक्शन के आस-पास कोई आबादी नहीं है और गरवा रोड स्टेशन से जाने में लोगों को बहुत अधिक मुसीबतें उठानी पड़ती हैं;

(ग) जी ; नहीं।

(घ) क्या सरकार इन दो रेल गाड़ियों के गरवा रोड स्टेशन में रुकने के समय को कुछ कम करके गरवा स्टेशन में भी इन रेलगाड़ियों को रोकने की व्यवस्था करेगी ; और

(घ) जी ; नहीं।

(ड) गरवा रोड एक जंक्शन स्टेशन है जहां से यात्री तीन दिशाओं में यात्रा करते हैं अथवा गाड़ियां बदलते हैं। गरवा टाउनशिप के यात्रियों को फा गाड़ियां पकड़ने के लिए गरवा स्टेशन की तुलना में गरवा रोड जंक्शन तक 3 कि. मी. अधिक यात्रा करनी पड़ती है। गरवा रोड जंक्शन का भी विकास हो रहा है। थू यातायात की मात्रा को देखते हुए फास्ट गाड़ियों को इन दोनों स्टेशनों पर ठहराने का औचित्य नहीं है।

Shortage of Passenger Train Compartments

693. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is shortage of passenger train compartments in the country;

(b) if so, facts in details giving total number of compartments in shortage, number of compartments needing replacement, number of compartments needing normal replacement per year (1982), and the number of compartments produced in the country; and

(c) whether the shortage is for the wheels and axles; if so, fact thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). The present coach holding is just about adequate to maintain existing services but the number of coaches requiring replacement is very large. Due to non-availability of adequate funds, the sixth Plan provision for acquisition of 5,680 coaches falls short of the need based requirement of 14,141 coaches comprising of 7,742 coaches for meeting the needs of replacement of over-aged coaches and 6,399 coaches for meeting the annual growth of 5.5 per cent in non-suburban passenger traffic. The number of overaged coaches, including passenger coaching vehicles and other coaching vehicles as on 31-3-82 was 1912 on broad gauge and 1152 on metre gauge. During the period 1981-82, 1167 coaches were produced and placed on line, except 32 coaches which were exported. There is no shortage of wheels and axles for passenger coaches on the Indian Railways.

Fifth Report by Railway Reforms Committee

694. SHRI DAULAT SINGH JADEJA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railway Reforms Committee has recommended for improving facilities to

passengers in its Fifth Report submitted to the Government;

(b) if so what are the suggestions made by the Committee in its report; and

(c) the action taken or proposed to be taken by the Government to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). Fifth Report of the Railway Reforms Committee deals with Production and Maintenance of Locomotive, Wagons and Passenger Coaches. The report was received towards the end of December, 1982 and various recommendations made therein are being proposed. Meanwhile, copies of the Report have been placed in the library of the Parliament.

Non-Payment of Salaries to Teachers of D.A.V. Degree College, Varanasi and Arya Mahila Degree College, Varanasi

695. SHRI ZAINUL BASHER: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether her Ministry has received representations regarding the non-payment of salaries to the teachers of D.A.V. College, Varanasi and Arya Mahila Degree College, Varanasi;

(b) if so whether it is being considered to provide the teachers of the said colleges the same facilities as is available to the teachers of Banaras Hindu University; and

(c) the action taken by the Government to make the funds available to college for the payment of salaries?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Representations have been received indicating that the grants available to these Colleges from the Government of Uttar Pradesh are not sufficient to meet

even the expenditure incurred on the salary of the teaching and non-teaching employees.

(b) Though admitted to the privileges of Banaras Hindu University, these Colleges are not maintained by the University. The question of extending all the facilities available to the teachers of the University to those of the Colleges also does not, therefore, arise.

(c) As these Colleges receive financial assistance from the Government of Uttar Pradesh for the their maintenance, the State Government has been requested to consider an appropriate increase in the quantum of assistance to them to tide over their present financial difficulties.

Second Hooghly bridge

696. SHRI NARAYAN CHOUBEY:
SHRI SOMNATH

CHATTERJEE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that construction work of the second bridge on the Hooghly at Calcutta has come almost to a dead stop for want of funds;

(b) whether the Government of West Bengal have sought for additional national importance can be constructed;

(c) if so, what do the Government propose to do regarding this request;

(d) when was the proposal for construction of a second bridge on the Hooghly at Calcutta first mooted;

(e) what was the first estimate in terms of money;

(f) what is the present estimate for the bridge and what has been spent as yet and what percentage of it is yet to be done; and

(g) what do the Government contemplate to complete construction of this bridge?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) No such specific report has been received recently from the State Government who are primarily concerned with this project, as it is essentially a State project.

(b) to (g). The Central Government agreed sometime back to provide for this project loan assistance of Rs. 57.13 crores only, excess, if any, over and above that amount being met by the State Government themselves. Against this commitment of Rs. 57.13 crores, Rs. 42.57 crores were released upto 31-3-1982 and Rs. 14.56 crores were budgetted for payment during 1982-83. The State Government, however, have not been able to draw fully this amount of Rs. 14.56 crores so far and a sum of Rs. 9.42 crores only has been drawn by them till now. A sum of Rs. 5.14 crores is, thus, still available for release to them upto 31-3-1983. There is no demand pending with Central Government for funds during the current financial year.

The State Government, however, have been separately writing that the project cost is likely to go upto about Rs. 150 crores and wanted the Central Government to meet this increased cost also. However, this being a State project, keeping in view the financial constraints and the Central Government's commitment to Rs. 57.13 crores, it has not been possible to accede to State Government's request. Further necessary action, therefore, now rests with them. About 67 per cent of the work still remains. According to indications given by the State Government so far, their programme envisages the completion of the bridge by December, 1986.

The State Government conceived this bridge in 1969 when they themselves estimated the cost to be Rs. 16.52

crores. This estimate was subsequently revised by the State Government to Rs. 74.63 crores out of which the Centre accepted the grant of loan assistance for Rs. 57.13 crores excluding inadmissible items.

Suggestions of Central Road Research Institute regarding checking of road accidents

697. SHRIMATI JAYANTI PATNAIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Central Road Research Institute has suggested to adopt some scientific approach to check accidents on accident prone roads;

(b) whether they have suggested any traffic control measures;

(c) if so, the steps taken by the Government to implement the suggestions given by the Central Road Research Institute; and

(d) details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) to (d). The problem of checking road accidents on a scientific basis has been under the constant consideration of the Indian Roads Congress and a series of highway safety workshops have been held by them in various regions of the country. The recommendations of these workshops have been forwarded to all the State PWDs for guidance and implementation. The studies being done by the Central Road Research Institute are also taken into account by the Indian Roads Congress. The Central Road Research Institute have, however, not made any written reference to the Central Government for the implementation of their suggestions for traffic control measures etc. The question of furnishing any details in this regard, therefore, does not arise.

Earnings of D.T.C. during Asian Games

698. SHRI N. E. HORO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the operational efficiency of the Delhi Transport Corporation touched a new high during the Asian Games and the Corporation have retained the "fund of goodwill";

(b) if so, the details regarding the total daily income generated during the Games;

(c) whether there has been any decline in the earnings of Delhi Transport Corporation buses because some buses were diverted from its inter-State routes for the city; and

(d) if so, the details regarding earnings during Asiad 82 Games?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Operating performance of D.T.C. during the Asian Games showed a definite improvement in terms of performance parameters of fleet utilisation, operational ratio kilometre efficiency and total Kms. operated.

(b) to (d). Total daily income from city operations during the Games increased from 12.89 lakhs to Rs. 13.28 lakhs. Traffic income from Inter-State operations declined from Rs. 2.55 lakhs from the operation of 186 buses to Rs. 1.55 lakhs from the operation of 57 buses during the period of Asian Games. However, daily earning per bus on Inter-State route went up from Rs. 1373 during October, 1982 to Rs. 2720 during the period of Asian Games.

Number of deluxe buses and Matadors running in Delhi

699. SHRI VIJAY KUMAR YADAV: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) number of deluxe buses with a flat rate of Re. 1 per travel plying in Delhi at present;

(b) the number of Matadors plying in Delhi at flat rate of Re. 1 per travel;

(c) number of point to point buses plying in Delhi at flat rate of Re. 1 per travel;

(d) whether it is a fact that a large number of deluxe buses start from places like Seemapuri etc. where people of low income group stay and find it difficult to travel in these buses;

(e) if so, whether Government propose to review this situation and introduce more ordinary buses in such areas;

(f) whether point to point buses mostly start from the places from where other buses are available and are not patronised by large number of commuters; and

(g) if so, whether Government propose to stop these buses on the way at important points?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) As on date the D.T.C. has 367 Deluxe buses.

(b) 344 micro mini buses (Matadors) have been issued contract carriage permits by Delhi Administration and are plying on point to point basis at a flat rate of Re. 1.

(c) 12 D.T.C. buses are plying as point to point service making 24 single trips daily.

(d) and (e) Out of 367 deluxe buses only 40 are emanating from re-settlement and J.J. Colonies in addition to ordinary buses. These buses have been provided on the persistent demand made by the various residential associations. Number of ordinary buses on routes serving re-settlement colonies have been increased, from time to time, based on traffic needs.

(f) The idea in starting point to point buses from places where other buses are available is to reduce journey time. The response from commuters to these services has been good.

(g) No such proposal is under consideration at present.

लखनऊ और सीतापुर के बीच डीजल रेल कार चलाना

700. श्रीराम लाल राही : क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) लखनऊ-बरेली संक्शन पूर्वोत्तर रेलवे में, लखनऊ तथा सीतापुर के बीच अथवा कानपुर तथा लखनऊ के बीच बरास्ता सीतापुर एक 'नान स्टॉप' डीजल रेल कार चलाने में सरकार को किन कठिनाइयों का सामना करना पड़ रहा है; और

(ख) क्या सरकार का विचार एक 'नान-स्टॉप' डीजल कार चलाने का है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) इस समय लखनऊ और कानपुर के बीच चल रही दो जोड़ी डीजल रेल कारें मध्यवर्ती स्टेशनों पर रुकती हैं। लखनऊ और सीतापुर तथा लखनऊ और कानपुर के बीच अगिरामी डीजल रेल कार चलाने से मध्यवर्ती स्टेशनों से/तक यात्रा करने वाले यात्रियों को असुविधा होगी।

(ख) जी नहीं।

Survey to detect T.B. cases in Re-settlement Colonies

701. SHRI NAVIN RAVANI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a survey has been conducted in the resettlement colony 'Mongol puri' in West Delhi to detect TB cases and incidence was found 13.4 per thousands;

(b) if so, whether this kind of survey has been conducted in other re-settlement colonies also and if so, what are the findings thereof;

(c) what are the causes for increasing number of cases; and

(d) what steps are being taken to check this disease and cure the patients?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) The limited case finding survey in P & Q Blocks of Mongol Puri Colony was conducted by the Members of the Indian Medical Association which revealed that 14.3 persons per thousand (of the age group 12 years and above) were found to be suffering from Pulmonary Tuberculosis.

(b) No.

(c) The findings as elicited in the limited case finding survey in Mangol Puri Colony are of the same order as found out in the National Sample TB Survey which was conducted by the ICMR in the Union Territory of Delhi in the earlier years. There is no increase in the prevalence rate of TB disease.

(d) Free-diagnostic treatment and preventive facilities are provided to the patients through 12 TB clinics located in the U.T. of Delhi under TB Control Programme. Health Education activities are being undertaken for the education and motivation of the public who are made aware of and advised to make full use of the available facilities. Free treatment including Anti-TB drugs is being provided to the TB patient through the TB Clinics.

266 अप और 265 डाउन जोधपुर भिल्दी एक्सप्रेस का अहमदाबाद तक बढ़ाना

702. श्री विरदा राम फुलवारिया :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार के पास 266 अप 265 डाउन जोधपुर-भिल्दी एक्सप्रेस

को सीधे अहमदाबाद तक बढ़ाने के बारे में कोई प्रस्ताव है ;

(ख) यदि हां, तो कब तक ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) जी नहीं ।

(ख) प्रश्न नहीं उठता ।

(ग) इस समय 65ए/66ए भुज-अहमदाबाद पैसेंजर से मेल लेती हुई 265/266 जोधपुर-भिलडी एक्सप्रेस गाड़ी के सात यान जोधपुर-अहमदाबाद के बीच चल रहे हैं । ये सवारी डिब्बे भिलडी के रास्ते थू यातायात को सम्हालने के लिए पर्याप्त पाये गये हैं । मार्गवर्ती खण्डों पर लाइन क्षमता की भारी तंगी के कारण 265/266 एक्सप्रेस को अहमदाबाद तक चलाना भी व्यावहारिक नहीं है ।

Disappearance of Osmania University Student

703. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that an exchange Soviet National student studying in Osmania University has suddenly disappeared;

(b) whether the USSR Government requested the Government of India to help trace the missing student; and

(c) what steps the Government have taken to trace the said student?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). Mr. Dmitriev Aleksy Igorevich, a Soviet national, who joined the Osmania

University, Hyderabad as a Government of India scholar under Indo-Soviet Cultural Exchange Programme 1981-82 is missing since August, 1982. On an intimation received from the Embassy of USSR, New Delhi, the Ministry of External Affairs requested the Ministry of Home Affairs to look into the matter. The enquiries from the Ministry of Home Affairs reveal that the scholar is not traceable. However, further efforts are being made by them to find out his whereabouts.

Criteria for Indian Students studying in Socialist and other Countries

704. SHRI BHOGENDRA JHA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there was an agreement with the USSR for the study of Indian students there and the same was terminated sometime back;

(b) if so, the reasons for the termination and its non-resumption upto now and whether the same is to be resumed; and

(c) what is the difference in the criteria applied for students going to the Socialist countries and other countries like U.K. and U.S.A. for studies?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir. The courses at the undergraduate level only were terminated.

(b) Adequate facilities for undergraduate studies in India are available and it may not be necessary, therefore, for the Government of India to sponsor students for studies abroad, including USSR.

The question for resumption of Indian students to the USSR as well as other countries for undergraduate level/diploma courses including in-service training was discussed in

depth, but it was decided not to sponsor students for undergraduate level studies abroad.

(c) There is no scheme under which scholarships are awarded to Indian nationals for undergraduate studies in foreign countries. The criteria for all scholarships scheme is the same and there is no change from country to country.

Railway Line from Koraput to Rayagada

705. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the new Railway line from Koraput to Rayagada via Damanjodi Alumina Plant was sanctioned as one of the component of the project report of the Alumina/Alluminium plant by the Government of India;

(b) if so, the funds placed by the NALCO and his Ministry so far for the construction of the one and the progress made up till now;

(c) whether the provision will be made in the financial year 1983-84 to start the work from Rayagada side up to Damangodi; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (d). Construction of new line from Koraput to Rayagada via Damanjodi has been taken up as a Railway project and no funds are being placed at the disposal of the railway by NALCO.

The Final Location Survey for first phase of Koraput-Rayagada new line up to Machiliguda has been completed and construction work taken up. The Final Location Survey for the Phase-II from Machiliguda to Rayagada is in progress and work in this section will be taken up during 1983-84, as soon as the Final Location Survey is completed, to the extent of availability of funds.

Controversies over Reference to Religious Prophets in Text Books in States

706. PROF. MADHU DANDAVATE: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that recently a number of controversies have arisen in some state in regard to the references to some religious prophet in text books; and

(b) if so, to avoid the recurrence of such controversies, will some Central guidelines be issued in regard to compilation of text books?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) There have been some complaints. A programme of review from the standpoint of national integration of text-books reviewed on the basis of has been undertaken. States and Union Territories are getting their text-books reviewed on the basis of guidelines and tools developed by the National Council of Educational Research and Training. The possibility of developing guidelines for prescription of text-books itself will be explored so that such review can be built into the system.

People Suffering from Herpatic Ulcer

707. SHRI CHINTAMANI JENA: will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that a number of people are suffering from dangerous and incurable disease Herpatic Ulcer and have lost their eye sight;

(b) if so, whether the A.I.I.M.S. and other Research Institutes of India have been able to find the causes of disease and cure the same;

(c) if so, the result thereof; and

(d) the steps to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (d). Herpatic Ulcer is one of the causes of blindness in the country. It is viral disease. There are some anti-viral drugs available in India for curing this disease. The results in a great majority of cases are good. Others are treated by operations.

Eradication of Malaria

708. SHRI LAKSHMAN MALLICK: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state.

(a) whether Government are aware of the research work undertaken by the Homoeopathic doctors of Orissa for the eradication of malaria;

(b) if so, the steps taken by the Government to implement the method adopted by the homoeopathic doctors for eradicating Malaria in Orissa; and

(c) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c) No information regarding the research work being undertaken by the Homoeopathic doctors of Orissa for the eradication of Malaria has been received. However, two Research units, one at Bhubaneswar and the other one at Puri were established by the Central Council for Research in Homoeopathy in the year 1979. The subject 'clinical research on Malaria' has been assigned to them. The work there is still in progress.

Exploitation of Children and Children Homes Run in Capital

709. SHRI HARIKESH BAHADUR: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the groups exploitation of children all over the country as

also in the Capital and if so, what remedial steps Government have taken or propose to take.

(b) whether Government's attention has also been drawn to UNICEF Report referring to exploitation of millions of Indian children deliberately and dishonestly and lack of proper laws for their protection;

(c) whether it is a fact that children homes run in the Capital are in bad shape leading to unwanted children going in wrong directions; and

(d) whether it is also a fact that children marriage are still common despite the Sharda Act and what are policies and programmes of the Government to meet the situation?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). A statement is attached.

Statement

The Government is aware of exploitation of children in the Capital as also in other parts of the country. Programmes relating to the care, protection, maintenance; welfare; training, education and rehabilitation of juvenile delinquents and such neglected children as are found to live in delinquency-prone situations are, therefore, implemented by the State Governments and Union Territory Administrations. The children Act approach envisages the creation of necessary infrastructure to fulfil the aforesaid objectives. At present except Nagaland, all the States have enacted their Children Acts.

The Government of India is pursuing with the State Governments and Union Territory Administrations for effective enforcement of the provisions of their respective Children Acts. The Children Act, 1960, as amended in 1978 is applicable to the Union Territories including Delhi. It provides, among others, for certain minimum standards of services in the institutions

as contemplated under the Children Act.

National Seminar on Child and the Law was organised in Delhi on 30 November to 2 December, 1982. A number of recommendations have emerged from this Seminar on protection of children, social defence and child labour. These recommendations are being sent to the appropriate authorities for consideration and necessary action.

UNICEF has not published any document which refers to exploitation of millions of Indian children deliberately and dishonestly and lack of proper laws for their protection. However, exploitation of children in India is known to the Government.

Children Homes run in Delhi are amongst the best in the country. However, there is room for further improvement in these Homes.

There are no recent data to support the view that child marriages are common in the country. However, the Government of India has started a campaign against dowry, child marriage and other social evils through radio and T. V. All Chief Ministers/Administrators of States/UTs have also been requested to create effective administrative machinery at the State level to implement the social legislations and also to create social awareness to bring about the attitudinal changes against these evils. For this purpose, voluntary organisations and mass media are to be actively involved.

मध्य प्रदेश के आदिवासी बच्चों के लिये
पौष्टिक आहार और मुफ्त शिक्षा की
व्यवस्था

710. श्री लक्ष्मण कर्मा : क्या समाज
कल्याण मंत्री यह बताने की कृपा करेंगे
कि:

(क) क्या सरकार ने आदिवासी
बच्चों को निःशुल्क शिक्षा और गर्भवती

महिलाओं को पौष्टिक आहार देने के लिए समेकित बाल विकास कार्यक्रम के अन्तर्गत कोई कार्यक्रम लागू किया है;

(ख) यदि हां, तो मध्य प्रदेश के पिछड़े जिले बस्तर के अबू झांवर क्षेत्र में इस कार्यक्रम को कब तक लागू किया जायेगा;

(ग) क्या सरकार बस्तर जिले के समूचे आदिवासी क्षेत्र में इस कार्यक्रम को लागू करने पर विचार करेंगी; और

(घ) यदि हां, तो इस कार्यक्रम को सरकार सभी विकास खण्डों में कब तक लागू करेगी?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी. के. थुंजन):

(क) समेकित बाल विकास सेवा कार्यक्रम के अन्तर्गत इस देश में पिछड़े ग्रामीण, जनजातीय और शहरी गन्दे क्षेत्रों में 6 वर्ष तक की आयु के बच्चों तथा माताओं को समेकित रूप में सेवाएं प्रदान की जाती हैं, जिन में पुरक पोषाहार, रोग प्रतिरोधन, स्वास्थ्य की जांच, निर्देशक सेवाएं, स्कूल पूर्व शिक्षा तथा स्वास्थ्य और पोषाहार शिक्षा शामिल हैं।

(ख) और (ग) इस कार्यक्रम को कार्यान्वित करने के लिए क्षेत्रों का चुनाव राज्य सरकार की सिफारिशों पर किया जाता है। मध्य प्रदेश में समेकित बाल विकास सेवा परियोजनाओं के स्थानों के बारे में अंतिम निर्णय कर लिया गया है। मध्य प्रदेश में मंजूर की गयीं 70 परियोजनाओं में से 43 जनजातीय हैं, जिन में से 8 बस्तर जिले में हैं। अबू झांवर खण्ड को अभी तक इस कार्यक्रम के अन्तर्गत नहीं लिया गया है।

(घ) वर्ष 1981-82 तक 300 समेकित बाल विकास सेवा परियोजनाएं

मंजूर की गयी थी। वर्ष 1982-83 में 320 और परियोजनाएं मंजूर की गयी हैं। छठी पंचवर्षीय योजना के अंत से पहले 380 और समेकित बाल विकास सेवा परियोजनाएं मंजूर की जायेंगी, जिन से परियोजनाओं की कुल संख्या 1000 हो जायगी।

Official Visit to China for Talks

711. SHRI UTTAMBHAI H. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some delegations and officials of External Affairs have recently visited China;

(b) if so, the details of such officials delegations on deputation; and

(c) the purpose of their visits?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c). A 5 member delegation led by Shri K.S. Bajpai, Secretary in the Ministry of External Affairs visited China from January 28 to February 3 for the third session of the official talks on the boundary question and the development of bilateral relations with China.

Policy for Allotment of Wagons for Carrying Coal

712. SHRI R. L. BHATIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry has evolved any firm policy for the allotment of wagons for carrying coal to the consumers in order to eliminate the chances of any complaints of favouritism or discrimination;

(b) if so, the broad outlines thereof;

(c) whether this has since been implemented; if so, its achievement; and

(d) if not, when this policy shall be announced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The Railways have been following a firm policy for allotment of wagons for carrying coal since long without favours or discrimination to the consumers.

(b) The Director Movement (Railways) based at Calcutta addressed all the States and Central Sponsoring Authorities in October every year indicating the ceiling limits for each category of consumer. The sponsoring authorities then recommend quotas for each consumer within the ceiling limits for the coming calendar year. These quotas are examined by the Director Movement (Railways) in consultation with the concerned coal company and are accepted with modifications as necessary. The Director Movement (Railways) then issues sanctions to all concerned. The allotment of wagons is made against these sanctions on daily basis keeping in view the priorities decided by the Central Government and the availability of coal.

(c) and (d). Do not arise.

Report of Rites on Calcutta Circular Rail

713. SHRI HANNAN MOLLAH: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that many expert committees and Commissions on the Calcutta Circular Rail submitted their reports;

(b) whether the Government are aware of the report on that issue given by 'Railway India Technical and Economic Services Limited' (RITES);

(c) whether the Government have studied all those reports including the RITES report;

(d) if so, what are the main features of the RITES report;

(e) whether the Government have accepted or going to accept those recommendations; and

(f) if so, when and how they are going to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) Yes.

(c) to (f). Yes. Rail India Technical and Economic Services Ltd. at the instance of Government of West Bengal have recently conducted techno-economic feasibility study and have found it technically feasible but financially unremunerative. The report is still under the consideration of Government of West Bengal. However, till the construction of Metro Railway Project from Dum Dum to Tollyganj for Calcutta Metropolitan Area is in progress, no other project in Calcutta can be undertaken due to financial constraints.

Implementation of Three Language Formula

714. SHRI BALASAHEB VIKHE PATIL: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the implementation of the three Language Formula by the State Governments has remained far from satisfactory and in fact diluted to some extent;

(b) whether according to the original concept the formula was evolved to promote inter regional harmony among the students by encouraging them to learn a language of a State which is geographically far off and thereby creating a sense of bond among the people of the north to south and east to the west and thus creating a national unity in the country;

(c) if so, to what extent this has been achieved; and

(d) how much fund was allocated during the last three years to different States State-wise and whether they could be utilised fully and if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). Most of the States have, in principle, accepted the Three-Language-Formula. Tamil Nadu has adopted two language formula in accordance with a resolution passed by the State Legislature in 1968 and Pondicherry and Karaikal areas follow the same formula as in Tamil Nadu. However, some States are implementing the Three-Language Formula with some modifications according to educational needs and local conditions obtaining there. The Three-Language-Formula was evolved as a strategy for promoting a sense of unity and facilitating communication between people in different parts of the country with a view to achieving emotional integration of the country.

The implementation of the Three-Language-Formula is basically the responsibility of the State Governments. The question of allocation of funds therefore, does not arise. The Government of India are operating some Central and Centrally sponsored Schemes for training of teachers in Hindi and other regional language to facilitate the proper implementation of the Formula. The major schemes in this respect are:—

(1) Establishment of the Kendriya Hindi Sansthan, Agra with its centres, at Delhi, Hyderabad and Gauhati.

(2) Financial assistance to non-Hindi speaking States for appointment of Hindi teachers in schools.

(3) Financial assistants for establishment of Hindi Teachers training colleges in States like Andhra Pradesh, Assam, Kerala, Karnataka, Nagaland, Orissa and West Bengal.

(4) The setting up of the Central Institute of Indian Languages, Mysore with five regional language Centres at Mysore, Poona, Bhubaneswar, Patiala and Solan to assist primarily for training of school teachers for the teaching of a sec-

ond language and for production of literature and materials on language teaching.

Railway Line from Canning to Golabari

715. SHRI SANAT KUMAR MANDAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have considered the desirability of developing the backward area of Sunderbans in West Bengal by constructing a Railway line from Canning to Golabari at any stage;

(b) if so, the outcome thereof; and

(c) if not, whether Government will give serious consideration to provide this much needed rail link during the next financial year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): and (b). A traffic cum rough reconnaissance survey carried out some time ago for a BG line from Canning to Golabari (20 Kms.) revealed that the proposed line will not be economically viable. Therefore, the proposal was not pursued.

(c) Does not arise.

Indo Pak Hot line Link

716. SHRI NAWAL KISHORE SHARMA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a proposal to establish a hot line between New Delhi and Islamabad and strengthen communication links between the two countries is under consideration of the Government; and

(b) if so, the salient features thereof and when such a hot line is likely to be established?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b) There is no proposal to establish a hot line between India and Pakistan. How-

ever, steps have been taken to strengthen communication links between the two countries which include laying of coaxial cable between Lahore and Amritsar, introduction of fully automatic telex services and satellite communication services between Bombay and Karachi.

Eklakhi-Balurghat Line

717. DR. GOLAM YAZDANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that construction of the Eklakhi-Balurghat railway line in West Bengal has been sanctioned;

(b) if so, what is the estimate of the scheme; and

(c) whether the work has been started and if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No.

(b) and (c) Do not arise.

Old age pension introduced by States Statement

718. SHRI CHINTAMANI PANI-GRAHI: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) the name of the States where the payment of old age pension scheme has come into effect;

(b) the date or the year from which old age pension has been given in those States;

(c) the amount of payment made towards old age pension, so far; and

(d) the details about the number of old ages pension beneficiaries in Orissa?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d). A statement is laid on the Table of the House.

Statement

S. No.	State	Year when introduced	Rate of pension per month in Rs.	1981-1982		Remarks
				No. of beneficiaries	Amount paid (Rs. in lakhs)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
1	Andhra Pradesh	1977	30	N.A.	3.46*	*The amount is of budget provision.
2	Assam	X	X	X	X	Not introduced,
3	Bihar	1974	30	22,86,202	6400.00	The social security scheme covers the aged.
4	Gujarat	1978	30	13,332	150.00	Aged Agri. workers/farmers are separately covered.
5	Haryana	1964	60	14,987	86.21	The scheme was scrapped during April 1967 to March, 69.

(1)	(2)	(3)	(4)	(5)	(6)	(7)
6	Himachal Pradesh	1974	50	44,979	177.94	Rate of pension was last revised in 1974.
7	Jammu & Kashmir	N.A.	60	5,464*	N.A.	The beneficiaries are upto 1981-82 —
8	Karnataka	1965	40	3,42,595	1700.00	
9	Kerala	1973	55	N.A.	339.90	There is separate scheme for aged agricultural workers —
10	Madhya Pradesh	1981	60	N.A.	406.24	The social security scheme 1981 cover the aged also.
11	Maharashtra	1979	60	1,54,000	1367.00	Sanjay Gandhi Niradhan Anudan Yojna of 1979 covers the aged also.
12	Manipur	X	X	X	X	Not introduced.
13	Meghalaya	1981	60	243	N.A.	*The figures are for 1980-81.
14	Nagaland	1982	60	700	0.85	
15	Orissa	1975	40	82,200	281.00	
16	Punjab	1964	50	1,06,960	409.69	
17	Rajasthan	1964-65	40	55,000	200.00*	*The figures are for 1978-79
18	Sikkim	1981	50	207	N.A.	
19	Tamil Nadu	1962	35	1,89,349*	485.30*	The figures cover aged (normal) agricultural labour physically handicapped and widows.
20	Tripura	1979-80	30	5,426	19.87	
21	Uttar Pradesh	1957	60	42,769	270.00	
22	West Bengal	1979	30	24,640	91.79	

N.A. : Not available.

The details regarding Orissa are also available in this statement.

Revision of India's Draft Treaty about Banning the use of Atomic Weapons

719. DR. KRUPASINDHU BHOI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India has revised its draft treaty banning the use of atomic weapons and tabled it at the U.N. Political and Security Committee; and

(b) if so, main features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b). At the Second Special Session of the UN General Assembly devoted to disarmament (SSOD-II): which was convened in New York during June July 1982, India had, for the first time, tabled a draft "Convention on the prohibition of the use of nuclear weapons". The subsequent 37th regular session of the UN General Assembly, which was held during September-December 1982, adopted the Indian-sponsored resolution 100(c) on 13 December 1982 by 117 votes in favour, 17 against and 8 abstentions, calling upon the Committee on Disarmament (CD) to undertake, on a priority basis, negotiations with a view to achieving agreement on an international convention prohibiting the use or threat of use of nuclear weapons under any circumstances, taking as a basis the annexed, Draft Convention that had been tabled by India. A copy of the adopted resolution 37/100/6, together with the annexed Draft Convention is laid on the Table of the House. [Placed in Library. See No. LT—5907/83]. There has been no change/revision whatsoever in the Draft Convention that had been first tabled by India at the SSOD-II. The central feature of the Draft Convention is that its presumptive States Parties, being "convinced that any use of nuclear weapons constitutes a violation of the Charter of the United Nations and a crime against humanity" would "solemnly undertake not to use

or threaten to use nuclear weapons under any circumstances".

Chinese Reaction about Presenting Arunachal Dances at Asian Games

720. SHRI ANANTHA RAMULU MALLU:

SHRI DAULAT RAM SARAN:

SHRI B. V. DESAI:

SHRI M. RAM GOPAL REDDY:

SHRI RAJASH KUMAR SINGH

SHRI RAJASH KUMAR

SINGH:

SHRI BHOGENDEA JHA:

SHRI SUBHASH YADAV:

SHRI EDUARDO FALEIRO:

SHRI R. R. BHATIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to news item captioned "Arunachal dance irks China" appearing in 'Hindustan Times' dated 9 December 1982 stating that China has accused India of using an international sports meet to spread a claim to territory along the Sino-Indian border; and

(b) if so, whether Indian Government have protested in this regard to China and asked them not to interfere in India's affairs and clarified our stand in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir, the newspaper was quoting a commentary of the New China News Agency.

(b) After the New China News Agency commentary came to the notice of Government, a statement was made by the official spokesmen; a copy is attached.

STATEMENT

Statement made by Official spokesman, Joint Secretary (EP) Mani Shankar Aiyar on December 10; 1982.

The full text of an NCNA item relating to the inclusion of a dance from Arunachal Pradesh at the Asiad concluding ceremony has just become available to the Government of India.

2. Government regret both the contents and the tone of this unwarranted attack which has been made through the Chinese official news agency.

2. Arunachal Pradesh is an integral part of India. It is beyond comprehension that an official agency of the Chinese Government should object to such a normal event as a dance troupe from this part of India participating in an occasion where different parts of the country are represented. Particularly at this stage of our bilateral negotiations, it is indeed perverse.

4. Government particularly regret the NCNA comment since the Chinese contingent to the Games was so warmly welcomed and its performance generously acclaimed by the Indian public.

5. Over 14,000 square miles of Indian territory are under the illegal occupation of China. On the initiative of India, official talks have been undertaken on the boundary question, which has to be resolved for normalisation of relations between the two countries. The Government of India has adopted a positive and constructive approach in these talks in order to arrive at a mutually acceptable basis for discussions and to create an atmosphere propitious for the settlement of the boundary question.

6. The statement of the official Chinese News Agency runs counter to the spirit guiding the effort to improve relations. We reject the NCNA commentary and its implications.

Talks held with Pak President

721. SHRI UTTAM RATHOD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Prime Minister held discussions with the President of Pakistan when the latter stopped at Delhi

recently while on his way for visits to some South-East Asian Countries; and

(b) if so, the outcome of these discussions?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) At his meeting with the Prime Minister on November, 1, 1982. President Zia agreed to the establishment of a Joint Commission between India and Pakistan. An agreement to this effect was initiated in December 1982 and will be signed in March 1983. In addition, the two heads of Governments directed the officials to consider India's draft on the treaty of Peace, Friendship and Cooperation and Pakistan's draft of a Non Aggression Pact. Other bilateral matters were also discussed. There was also a review of certain global and regional issues. There have since been two rounds of official level talks at Secretary's level between the two countries.

Measures taken to Prevent sale of Harmful Pregnancy Testing Drugs

722. SHRIMATI GEETA MUKHERJEE:

SHRI D. M. PUTTE GOWDA:
SHRI H. N. NANJE GOWDA:
SHRI INDRAJIT GUPTA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the news item which appeared in 'Patriot' dated 28 December, 1982 revealing that the banned pregnancy testing with the high dose oestrogen progesterone formulation, continued to be freely prescribed by private practitioners;

(b) if so, how many cases have been detected in Delhi where the banned pregnancy testing drug was prescribed by private practitioners; and

(c) what stringent measures are proposed to be taken to prevent marketing of such drugs?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (c) Government is aware of the press report that had appeared in Patriot dated 28th December, 1982 under the caption 'Banned Pregnancy Tests'. Government have taken a decision to ban the fixed dose combination of Oestrogen and Progesterone in the country and the cut off dates for stopping the manufacture and sale of these preparations has been stipulated as 31st December, 1982 and 30th June, 1983 respectively.

(b) Information is being collected and will be laid on the Table of the Sabha.

देश के विश्वविद्यालयों की समस्याओं के सबध में एक समिति का गठन

723. श्री चतुर्भुज : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने देश के सभी विश्वविद्यालयों की समस्याओं को हल करने के लिये एक समिति का गठन किया है। और यदि हां, तो इस समिति का गठन कब किया गया था और इस समिति ने क्या सिफारिशें की और यदि नहीं तो सरकार इस प्रकार की समस्याओं को हल करने के लिये कब समिति गठित करेगी ; और

(ख) देश में कुल विश्वविद्यालय कितने थे, प्रत्येक विश्वविद्यालय में छात्रों की औसत संख्या कितनी है और उत्तर पुस्तिकाओं का निरीक्षण करने वाले निरीक्षकों की संख्या कितनी है और इस सबध में पूरा ब्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. शृंगन):

(क) सरकार ने ऐसी कोई समिति नियुक्त नहीं की है। तथापि, विश्वविद्यालय

अनुदान आयोग ने देश के सात केन्द्रीय विश्वविद्यालयों के कार्यकरण की जांच कराने हेतु जनवरी, 1982 में एक समिति नियुक्त की थी। इस समिति का कार्य चल रहा है। सरकार के पास इस समय देश के सभी विश्वविद्यालयों की समस्याओं का समाधान करने के लिए समिति नियुक्त करने का कोई प्रस्ताव नहीं है।

(ख) I-I-1983 तक की यथा स्थिति के अनुसार 120 विश्वविद्यालय और 13 विश्वविद्यालय समझी जानेवाली संस्थाएँ थीं। शैक्षिक वर्ष 1981-82 के दौरान 118 विश्वविद्यालयों और 13 विश्वविद्यालय समझी जानेवाले संस्थाओं में कुल नामांकन 29.52 लाख था। उस वर्ष के दौरान जो कुल नामांकन हुआ उसमें कुछ मामलों में सैकड़ों में और कुछ अन्य मामलों में एक लाख से भी अधिक भिन्नता थी। परीक्षकों की नियुक्ति के मानदण्ड विश्वविद्यालयों द्वारा स्वयं निर्धारित किए जाते हैं। प्रत्येक विश्वविद्यालय द्वारा नियुक्त परीक्षकों की संख्या से सम्बन्धित सूचना व अन्य ऐसे ब्यौरे सरकार द्वारा न तो एकत्र किए जाते हैं और न ही उन्हें रखा जाता है।

Pilferage in the Department of carriage and wagon at Asansol of Eastern Railway

724. SHRI SUSHIL BHATTACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that organised and regular pilferage of parts of machine, furniture etc. is being committed in the department of carriage and wagon at Asansol of the Eastern Railway by a section of the employees in collusion with the R.P.F.; and

(b) if so, what steps does he propose to take to prevent such huge

loss of railway property and public money?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b). No. During 1982 and 1983 (upto 16th February), in only one case detected on 21-12-82, 3 labourers working under Carriage and Wagon Foreman, Asansol were found surreptitiously carrying 5 pieces of brass bearing. They were arrested and a case under Railway Property (Unlawful Possession) Act against them is under investigation. No connivance of R.P.F. staff has come to light in this case. Surveillance over the suspected railway employees is being kept by the Divisional Crime Intelligence Staff as well as of Eastern Railway Headquarters.

Wage Differentials of Indian Seamen working on British Flagships withheld by British Shipowners

725. SHRI SATYAGOPAL MISRA:
SHRI SUDHIR GIRI;
SHRI AJIT KUMAR SAHA:
SHRI SATYASADHAN
CHAKRABORTY:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the National Union of Seamen of the U.K. and International Transport Workers' Federations are jointly opposing the idea of transferring of Rs. 24 crores wage differentials of Indian Seamen working on British flagships which is currently held by British shipowners;

(b) if so, how the Government are going to protect the interest of the Indian seamen; and

(c) whether the Government have any intention to take up the matter with the U.K. Government?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) to (c). Government is aware of the negotiations between the National Union of Seafarers of India and National Union of Seamen, U.K. A meeting between the representatives of the two Unions took place at London on 12-1-1983 and after discussions, a statement of intent was signed by both the unions' representatives, according to which further discussions will be held between them soon. Further developments are being watched by the Government.

Demands of Delhi University Teachers

726. SHRI RAM PRASAD AHIRWAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what were the Delhi University Teachers demand in their previous two agitations; and

(b) what were the promises made by Government then?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) A list of the demands that the Delhi University teachers have submitted in December, 1979 is laid on the Table of the House. [Pleased in Library. See No. LT-5908/83].

(b) Most of their demands which were within the competence of the University have been considered on the recommendations of a Committee. Some of them have been implemented while some others are in the process of implementation. Some of the major demands, namely, improvement in the housing facilities, provision of promotional avenues, improvement in medical facilities etc. have also been accepted by the University Grants Commission, in consultation with the Government where necessary and in such from as mutually agreed upon.

Action Taken on Recommendation of Central Council of Homoeopathy Re. Homoeopathy Education and Profession

727. SHRI B. D. SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the Central Council of Homoeopathy constituted by the Government for regulating homoeopathy education and profession had submitted its recommendations more than two years ago;

(b) if so, what are the salient features of the recommendations by the Council.

(c) whether any decision has been taken by the Government on the recommendations made by the Council and if so, what steps have been taken so far for their implementation; and

(d) if answer to (c) be in the negative what are the reasons for delay in arriving at a decision on the recommendations made by the Council?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). Section 33 of the Homoeopathy Central Council Act 1973 provides that the Central Council may, with the previous sanction of the Central Government make Regulations generally to carry out the purposes of this Act. In pursuance of these provisions of this Act, the Council drafted the following Educational and Professional Regulations:

(A) Regulations for Regulating Education

(i) The Homoeopathy (Diploma Course) Regulations;

(ii) The Homoeopathic (Degree Course) Regulations;

(iii) The Homoeopathic (Graded Degree Course) Regulations;

(vi) The Homoeopathic (Minimum Standards of Education) Regulations.

(B) Regulations for Regulating Profession

The Homoeopathy Central Council (Registration) Regulations.

(c) and (d). Government have already conveyed their sanction to the above mentioned Regulations. The Central Council of Homoeopathy have initiated preliminary action to implement these Regulations.

Alleged recognition of medical colleges without consulting I.M.C.

728. SHRI D. M. PUTTE GOWDA:
SHRI H. N. NANJE GOWDA:
SHRI VIJAYA KUMAR
YADAV:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that Government have recently given recognition to some of the medical colleges in the country;

(b) if so, the details thereof;

(c) whether it is also a fact that some medical colleges in the country which were de-recognised by the Indian Medical Council in April, 1982 have been given recognition;

(d) if so, on what grounds the Indian Medical Council had de-recognised medical colleges. and

(e) how Government have granted recognition to such medical colleges without consulting the Indian Medical Council?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No.

(b) Does not arise.

(c) No medical college was de-recognised by the Medical Council of India in April, 1982.

(d) and (e) Do not arise.

**Wagons for loading Elephants from
Trichur to Delhi**

729. SHRI K. A. RAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether wagons/full train including wagons and coaches including first class were provided for loading elephants from Trichur to Delhi and back;

(b) if so, when the wagons etc. were made available to the hiring party with name of the party and amount charged for return journey;

(c) the amount charged for keeping the wagons etc. engaged in Delhi for return journey;

(d) whether all the charges have been paid by the hiring party; and

(e) if not, the steps being taken to recover the charges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) Yes.

(b) and (c) The wagons were made available on 30-10-82 at the request of the District Collector, Trichur, Kerala State. The amount charged from the party as freight for the journey from Trichur to New Delhi and back was Rs. 15,22,265. Rs. 2,10,000 were charged for detention of wagons at New Delhi from the party. However, the Ministry of Railways have decided as a special case to grant 50 per cent refund of the charges recovered.

(d) Yes.

(e) Does not arise.

Sino-India Talks

730. SHRI K. RAMAMURTHY:
SHRI P. M. SAYEED:
SHRI CHITTA MAHATA:
SHRI RAMAVATAR SHASTRI:
SHRI CHITTA BASU:
SHRI CHINTAMANI PANIGRAHI:
SHRI P. NAMGAYAL:
SHRI BHIKU RAM JAIN:
SHRI S. B. SIDNAL:
SHRI G. NARSIMHA REDDY:
SHRI UTTAMBHAI H. PATEL:
SHRI JHARKHANDE RAI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of rounds and nature of talks that have so far been held with China both in regard to border dispute and trade relations; and

(b) the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM):
(a) Three rounds of the Officials' talks with China have been held so far; the first in Beijing from December 10 to 14, 1981 the second in Delhi from May 17 to 20, 1982 and the third in Beijing from January 29 to February 2, 1983.

(b) At the Officials' talks both sides have been able to state their fundamental positions on the boundary question and to make an effort to deal with the differences between them, which remain wide. They have also been able to work out measures for cooperation in cultural and other fields.

**Restrictions on movement of Public
on Platforms of Madras Central
Station**

731. SHRI G. M. BANATWALLA:
Will the Minister of RAILWAYS be pleased to state:

(a) whether Southern Railway has imposed recently any restriction on

movement of Public on platforms of Madras Central Station;

(b) if so, since when and reasons therefor.

(c) nature of restrictions imposed;

(d) whether restrictions have resulted in inconvenience to people wishing to go on platform to see off relatives and friends and to old men and women who need escorts; and

(e) if so, whether the restrictions will be reviewed and suitably modified or withdrawn?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) Southern Railway has imposed a restriction on movement of public other than passengers only at platform No. 1 of Madras Central prior to the departure of 15 G.T. Express.

(b) The above steps have been taken as an experimental measure with effect from 27-1-1983 mainly to regulate large crowd of people and unauthorised persons entering compartments thereby inconveniencing the bonafide passengers. A large number of friends and relatives were also getting into trains and occupying seats which were reserved for bonafide passengers. Also toilet facilities were being misused by unauthorised persons depleting the water in coaches even before the departure of the train.

(c) and (d) Persons accompanying children, ladies, physically handicapped, patients and aged passengers are permitted alongwith the passengers under the scheme.

(e) Based on the experience to be gained, the question of withdrawing or modifying the scheme will be considered.

चिकित्सा शिक्षा के स्तर में कथित गिरावट

732. श्री रवीन्द्र वर्मा :

श्री मोती भाई आर० चौधरी:

श्री बापूसाहिब परुलेकर :

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सच है कि चिकित्सा शिक्षा का स्तर गिर रहा है,

(ख) यदि हां, तो इस संबंध में सरकार द्वारा तत्काल उठाए गए कदमों का क्या ब्यौरा है।

(ग) क्या सरकार ने इस संबंध में कोई समिति गठित की है, और

(घ) यदि हां, तो इसकी रिपोर्ट कब तक मिल जाने की सम्भावना है?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिना किदवाई) :

(क) और (ख) भारतीय आयुर्विज्ञान परिषद ने कुछ मेडिकल कालजों में अपने निर्धारित स्तरों में कुछ कमियां पायी हैं। इन कमियों को दूर करने के लिए परिषद ने संबंधित संस्थाओं/विश्वविद्यालयों तथा राज्य सरकारों को लिखा है।

(ग) "सन 2000 ईसवी तक सब के लिए स्वास्थ्य" के लक्ष्य को प्राप्त करने की राष्ट्रीय वचनबद्धता को ध्यान में रखते हुए वर्तमान चिकित्सा शिक्षा प्रणाली में आवश्यक परिवर्तन करने पर विचार करने तथा सुझाव देने के लिए भारत सरकार ने सितम्बर, 1981 में एक चिकित्सा पुनरीक्षा समिति बनाई।

(घ) इस समिति ने हाल में अपनी रिपोर्ट सरकार को प्रस्तुत कर दी है।

**Non-Recognition of AVMS award by
Mahakaushal Ayurvedic and Unani
Board, Jabalpur**

733. SWAMI INDERVESH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to refer to the reply given to Unstarred Question No. 4062 on 4 November, 1982 regarding non-recognition of AVMS awarded by Mahakaushal Ayurvedic and Unani Board, Jabalpur and state:

(a) when the case of inclusion of AVMS qualification in the second schedule of the Indian Medicine Central Council Act, 1970 received in November, 1979 was referred to the Central Council of Indian Medicine for comments; and

(b) the number of times the council was reminded to expedite their reply and by when these are expected to be received and when Government propose to recognise the AVMS qualification by including the same in the said Act and what are the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) The case for inclusion of the AVMS qualification in the Second Schedule of I.M.C.C. Act, 1970 was referred to the Central Council of Indian Medicine on 19th March, 1981.

(b) The Council was reminded 12 times. The reply from the Council was received on 24th January, 1983 and the matter is under examination.

**Names of Countries invited for non-
Aligned Conference**

734. SHRI AMAR KOY PRADHAN:
SHRI UTTAMRAO PATIL:
SHRI RAMJIBHAI MAVANI:
SHRI RAM VILAS PASWAN:
SHRI EDUARDO FALEIRO:

SHRI R. P. GAEKWAD:
SHRI M.V. CHANDRA-
SEKHAR MURTHY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the names of the countries which have been invited and which have not been invited for the non-aligned conference to be held shortly in India; and

(b) the reaction of those countries which have not been invited to the non-aligned conference and Government of India's stand in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b) As the hosts of the Seventh Non-aligned Summit, the Govt. of India have extended invitations to countries and organisations on the basis of their accepted status as Member, Observer or Guest in the Non-aligned Movement. As such the question of reaction of countries not invited does not arise.

2. A statement giving the list of the invitees as on 1-2-83 is enclosed.

Statement

List of countries which have been invited as members.

S. No. Countries

1. Afghanistan
2. Algeria
3. Angola
4. Argentina
5. Bahrain
6. Bangladesh
7. Belize
8. Benin
9. Bhutan
10. Bolivia
11. Botswana

S. No. Countries

12. Brundi
13. Cameroon
14. Cape Verde
15. Central Afr. Republic
16. Chad
17. Comoros
18. Congo
19. Cuba
20. Cyprus
21. Djibouti
22. Egypt
23. Ecuador
24. Equatorial Guinea
25. Ethiopia
26. Gabon
27. Gambia
28. Ghana
29. Grenada
30. Guinea
31. Guinea-Bissau
32. Guyana
33. Indonesia
34. Iran
35. Iraq
36. Ivory Coast
37. Jamaica
38. Jordan
39. Kenya
40. Korea, DPR
41. Kuwait
42. Laos, PDR
43. Lebanon
44. Lesotho
45. Liberia
46. Libya
47. Madagascar
48. Malawi
49. Malaysia
50. Maldives
51. Mali
52. Malta

S. No. Countries

53. Mauritania
54. Mauritius
55. Morocco
56. Mozambique
57. Nepal
58. Nicaragua
59. Niger
60. Nigeria
61. Oman
62. Pakistan
63. P.L.O.
64. Panama
65. Peru
66. Qatar
67. Rawanda
68. Sao Tome & Principe
69. Senegal
70. Saudi Arabia
71. Seychelles
72. Sierra Leone
73. Singapore
74. Somalia
75. Swapo
76. Sri Lanka
77. Sudan
78. Suriname
79. Swaziland
80. Syria
81. Tanzania
82. Togo
83. Trinidad & Tobago
84. Tunisia
85. Uganda
86. United Arab Emirates
87. Upper Volta
88. Vietnam
89. Yemen Arab Republic
90. Yemen, PDR
91. Yugoslavia
92. Zaire
93. Zambia

S. No. Countries

- 94. Zimbabwe
 - 95. St. Lucia
-

*The application for membership by Bahamas has been agreed to at a meeting of the Co-ordinating Bureau. After a decision is taken by the Summit they will be invited.

**See also "observers".

List of Guests

- 1. Austria
 - 2. Finland
 - 3. Portugal
 - 4. Romania
 - 5. San Marino
 - 6. Spain
 - 7. Sweden
 - 8. Switzerland
 - 9. ESCAP
 - 10. FAO
 - 11. UNCTAD
 - 12. UNDP
 - 13. UNESCO
 - 14. UNIDO
 - 15. Committee on the Exercise of the Inalienable Rights of the Palestinian peoples.
 - 16. Special Committee against Apartheid.
 - 17. UN Council for Namibia.
 - 18. Special Committee on Decolonisation.
 - 19. World Health Organisation.
 - 20. World Food Council.
 - 21. ICRC
 - 22. Roly See.
 - 23. U.N. Commissioner for Namibia
 - 24. Secretary General, International Conference on the question of Palestine.
-

*The Dominican Republic has been recommended to be invited as guest. After a decision is taken by this Summit, it will be invited.

List of Observers

- *1. Barbados
 - 2. Brazil
 - 3. Colombia
 - 4. Costa Rica
 - 5. Dominica
 - 6. El Salvador
 - 7. Mexico
 - 8. Papua New Guinea
 - 9. Philippines
 - 10. Uruguay
 - 11. Venezuela
 - 12. African National Congress (ANC)
 - 13. Afro Asian People's Solidarity Organisation.
 - 14. Arab League
 - 15. Islamic Conference
 - 16. Organisation of African Unity
 - 17. Pan-Africanist Congress of Azania
 - 18. Socialist Party of Puerto Rico
 - 19. U.N.O.
-

**The applications of Barbados and Colombia for full membership have been agreed to at the Co-ordinating Bureau level. They will attend as members after a decision to this effect is taken at the Summit.

***Antigua and Barbuda has been recommended to be invited as Observer. After a decision is taken by the Summit it will be invited.

Strike of seamen in November 1982

735. SHRI E. BALANANDAN:
SHRI SOMNATH
CHATTERJEE:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether the seamen of the country had gone on 3 days strike in November, 1982 to press their demands under the call of Forward Seamen's Union;

(b) If so, what are the demands they have put forth; and

(c) what steps have been taken by Government for arriving at a settlement?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

(a) The Foward Seamen's Union of India gave a call for a three days token strike from 25th November to 27th November, 1982. In response to this call some seamen, most of them registered at the Seaman's Employment Office, Calcutta, resorted to strike for the above three days.

(b) The demands are as follows:—

1. Abolition of casual system of employment and guaranteed employment for Indian seamen throughout the year.

2. Unemployment allowance from 'sign off' to 'sign on' at the rate of Rs. 700 per month.

3. 115 sterling pound per month ILO minimum basic wage.

4. Abolition of dual medical examination and resumption of family medical assistance;

5. Tonnagewise manning scales.

6. Abolition of all sorts of anti-seamen clauses in the M.S. Act and Agreements.

7. Recognition of union through 'Secret Ballot'.

8. Introduction of 'yearly wage increment' and 20 per cent bonus for all.

9. Nationalisation of shipping industry, complete eradication of various other nefarious anti-seamen activities of monopoly by Indian and British shipowners and their lackeys in ports.

10. The recommendations of the Nanda Committee Report should be implemented forthwith.

(c) The former Minister of Shipping and Transport had taken a meeting on 22-12-1982 with the representatives of shipowners and seafarers. Further discussions are being held to arrive at an amicable solution.

पटना में दीघा-फलीजा में गंगा पुल की प्रगति

736. श्री कृष्ण प्रताप सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पटना में दीघा-फलीजा में बनाए जा रहे गंगा पुल की इस समय क्या प्रगति है ; और

(ख) इस पुल के कब तक पूरा होने की संभावना है और निर्माण कार्य में धीमी प्रगति के क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) और (ख) : पटना के निकट पुल के निर्माण के लिए उपयुक्त स्थान का चयन करने के लिए केन्द्रीय जल और विद्युत अनुसंधान केन्द्र, पुणे में नमूना परीक्षण किये जा रहे हैं। पुल के लिए तकनीकी व्यवहारिकता अध्ययन, जिसे 1981-82 के बजट में शामिल किया गया था, करने के लिए प्रारम्भिक इंजीनियरी-एवं-यातायात सर्वेक्षण भी प्रगति पर है। केन्द्रीय जल और विद्युत अनुसंधान केन्द्र से विस्तृत रिपोर्ट प्राप्त हो जाये तथा सर्वेक्षण रिपोर्ट प्राप्त हो जाने तथा इसकी जांच कर लिए जाने के बाद इस परियोजना को हाथ में लेने के लिए बिहार सरकार के साथ परामर्श करके कोई अन्तिम निर्णय लिया जायेगा बशर्ते कि धन उपलब्ध हो और योजना आयोग की स्वीकृति प्राप्त हो जाये।

कलकत्ता और अमृतसर के बीच ग्रांड ट्रंक रोड पर क्षतिग्रस्त हिस्सों की मरम्मत की योजना

737. श्री राजनाथ सोनकर शास्त्री : क्या नौबहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को पता है कि विभिन्न राष्ट्रीय राजपथों की हालत संतोषजनक नहीं है ।

(ख) क्या यह भी सच है कि ग्रांड ट्रंक रोड जो कलकत्ता से अमृतसर तक बनी हुई है लगभग 60 प्रतिशत स्थानों पर पूर्णतया क्षतिग्रस्त है, और

(ग) यदि हां, तो इसकी पूरी मरम्मत के लिए सरकार की योजना का व्यौरा क्या है और इसकी कब तक मरम्मत की जाएगी ?

नौबहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) भारत सरकार को सभी राष्ट्रीय राजमार्गों की सामान्य हालत की जानकारी है क्योंकि राष्ट्रीय राजमार्ग सड़कों के विकास और अनुरक्षण की उनकी जिम्मेदारी है । राष्ट्रीय राजमार्गों की मरम्मत का काम होता रहता है । इन कार्यों के लिए जितनी धनराशि मिलती है, उसके अंतर्गत सड़कों को यातायात के योग्य बनाए रखने के लिए इनकी मरम्मतें निरन्तर होती रहती हैं ।

(ख) और (ग). जी, नहीं । परन्तु भारी वर्षा और बाढ़ों आदि के कारण सड़कों की टूट-फूट होती रहती है । जहां कहीं भी सड़कों की टूट-फूट होती है वहां तुरन्त मरम्मत करवाई जाती है ताकि उपलब्ध समस्त धनराशि के अंतर्गत राष्ट्रीय राजमार्गों को यातायात के योग्य बनाए रखा जा सके ।

“एक्स” अनुसूची (शिड्यूल) में सम्मिलित औषधियों और केमिस्टों तथा ड्रगिस्टों का अभ्यावेदन

738. श्री सत्य नारायण जटिया : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) “एक्स” अनुसूची में सम्मिलित औषधियों के नाम क्या हैं और उनकी बिक्री के लिए सरकार ने क्या-क्या निदेश जारी किये हैं ;

(ख) क्या आल इंडिया आर्गैनाइजेशन आफ केमिस्ट्स एंड ड्रगिस्ट्स ने अपने अभ्यावेदन में “एक्स” अनुसूची में सम्मिलित औषधियों की बिक्री में हो रही व्यावहारिक कठिनाइयों के बारे में बताया है ; और

(ग) यदि हां, तो तत्सम्बन्धी व्यौरा क्या है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप-मंत्री (कुमारी कुमुदबेन एम. जोशी) : (क) उन साइक्रोट्रोपिक औषधियों, जिन के बारे में संसद् में और अन्य जगहों पर चिन्ता व्यक्त की गई है, के बढ़ते हुए दुरुपयोग और इसे रोकने की आवश्यकता को ध्यान में रखते हुए निम्नलिखित औषधियों अनुसूची “एक्स” में शामिल की गई है :—

1. एमोबाविटल
2. एमफेटेमाइन
3. बाविटल
4. साइक्लोबाविटल
5. डेक्मेफेटेमाइन
6. एथक्लोराइनोल
7. ग्लूटेथाइमाइड
8. मेपरोवेमेट

9. मेथाम्पेटेमाइन
10. मेथाक्वेलोन
11. मिथाइलफेमीडेट
12. मेथाइलफेनोबार्बिटल
13. पेन्टोबार्बिल
14. फेनसाइलीडाइन
15. फेनमेट्राजीन
16. फैनोबार्बिटल
17. सेक्रोबार्बिटल

अनुसूची "एक्स" में दी गई साइको-ट्रापिक औषधियों के आय, निर्माण तथा बिक्री के लिए आयात, निर्माण और बि लाइसेंसों का एक नया सेट लागू कर दिया गया है। अनुसूची "एक्स" में दी गई साइकोट्रापिक औषधियों के विक्रेताओं के लिए दिए जाने वाले नये लाइसेंस दो प्रकार के होते हैं, जिन के नाम इस प्रकार हैं :—थोक लाइसेंस अथवा औषधियों की खुदरा बिक्री के लिए लाइसेंस। थोक अथवा खुदरा विक्रेताओं के लिए यह आवश्यक है कि वे ऐसे रजिस्टर रखें जिनमें औषधियों के वाउचरों के साथ उनकी खरीद और बिक्री के सम्बन्ध में सभी आवश्यक विवरण दिया गया हो ताकि निरीक्षण के समय पर शेष बची सभी औषधियों की मात्रा का हिसाब लगाया जा सके। खुदरा विक्रेता के लिए यह आवश्यक है कि वह पंजीकृत मेडिकल प्रैक्टीशनर के नुस्खे पर, जो दो प्रतियों में होगी तथा जिसकी एक प्रति दो वर्षों की अवधि के लिए लाइसेंस-धारी द्वारा रखी जाएगी, अनुसूची "एक्स" में दी गई औषधियों की बिक्री करे। अनुसूची "एक्स" में दी गई औषधियों के नुस्खे की दूसरी प्रति पर जोर देने का कारण यह है कि इस से नुस्खे की प्रमाणिकता सुनिश्चित हो जाती है। विक्रेता के लिए यह आवश्यक होगा कि

वह अनुसूची "एच" अथवा अनुसूची "एक्स" की औषधियां पंजीकृत चिकित्सकों, अस्पतालों, औषधालयों, उपचर्या गृहों द्वारा लिखित और हस्ताक्षरित पर्चियों पर ही दें। ये पर्चियां लाइसेंसधारी को दो वर्ष तक सम्भाल कर रखनी होंगी।

(ख) और (ग) अखिल भारतीय कैमिस्ट और ड्रगिस्ट संगठन के प्रतिनिधि अपने अध्यक्ष के साथ औषध नियंत्रणक (भारत) से मिले थे और उन्हें इन उपबन्धों पर पालन करने की दिशा में होने वाली अपनी कठिनाइयों के बारे में बताया था। विचार-विमर्श के दौरान औषध नियंत्रक (भारत) ने अनुसूची "एक्स" की औषधियों पर नियंत्रण सम्बन्धी उपाय लागू करने के बारे में औषध और प्रसाधन सामग्री नियमावली के कुछेक उपबन्ध स्पष्ट किए थे। औषध नियंत्रक (भारत) ने यह भी कहा कि कैमिस्टों और ड्रगिस्टों को चाहिए कि वे संशोधन उपबन्धों को अमल में लाएं और यदि उन्हें अमल में लाते समय कोई व्यावहारिक कठिनाइयां आएँ तो उन्हें दूर किया जा सकेगा।

Proposal for new railway coach factory

739. SHRI UTTAMRAO PATIL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a proposal for establishing a new railway coach factory has been cleared by the Planning Commission; and

(b) if so, the details thereof, indicating its location?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) The proposal for setting up a new Railway Coach Production Unit has been approved in principle by the Planning Commission in February, 1982. Action has been initiated for

preparation of a detailed Project Report, Estimates, Location Survey etc. for the proposed new Coach Factory, A decision regarding location of the Coach Factory will be taken after the Project Report, Location Survey etc. are completed. Further action regarding setting up of the Coach Factory will be taken after the Planning Commission have made specific fund allocation for this Project.

School going children suffering from rheumatic fever and RDH

740. SHRI BHIKU RAM JAIN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether a survey by the Indian Council of Medical Research has revealed that in Delhi a large number of school going children suffer from rheumatic fever and RDH;

(b) if so, the details thereof; and

(c) the steps suggested by Government to protect children from these diseases?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) The Indian Council of Medical Research had undertaken a five centre study in 1972-75 of school going children aged 6-15 years at Delhi, Agra, Alleppey, Hyderabad and Bombay. The survey revealed that prevalence of Rheumatic Heart Disease in school going children in Delhi is 11/1000 and Rheumatic Fever is 0.5/1000.

(c) Rheumatic fever and rheumatic heart disease occur as a sequelae of streptococcal infections especially of the throat. Adequate and timely treatment of sore throat will prevent occurrence of these disease.

Rate of infant mortality

741. SHRI R. P. GAEKWAD: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the rate of infant mortality in the country;

(b) whether it is a fact that every day about 40,000 infants die because of mal-nutrition, infection and inadequate preventive health care;

(c) if so, the measures taken or proposed to be taken to bring down the infant mortality rate; and

(d) whether Government propose to formulate plan to extend children and mothers' health care in rural areas?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). According to the latest available figures compiled by the Registrar General of India through the Sample Registration System (SRS) the infant mortality rate for the country is 127 per 1000 live births for the year 1978. While it is not possible to compute with precision the exact number of infants who die every day because of malnutrition, infection and inadequate health services, it is a fact that all these factors contribute to the high infant mortality rate.

(c) and (d) Measures taken or proposed to be taken to bring down the infant mortality are as below:—

1. The infrastructure for the delivery of maternal and child health services has been and is being expanded both in rural and urban areas by the setting up of Primary Health Centres, Rural Family Welfare Centres and Sub-centres, Urban Family Welfare Centres and Post-Partum Centres.

2. The Health Guides Scheme introduced in the last few years with the aim of providing one worker for every one thousand population will provide further primary health care in the promotive, preventive and curative aspects in a large measure.

3. The training of Traditional Birth Attendants (DAIS) who assist at the time of child-birth in villages has been intensified so that there would be a trained dai also for a village of 1,000 population to provide for hygienic deliveries.

4. Special clinics to attend to pregnant mothers and small children are organised in all types of medical and health institutions. Besides keeping pregnant mothers and small children under regular health supervision, these clinics provide the preventive services as well as undertake health and nutrition education.

5. Preventive immunisation against tetanus is given to pregnant mothers in order that puerperal tetanus and neonatal tetanus which is a cause of infant deaths in many parts of the country is prevented. Facilities are provided for the protection of infants from tuberculosis, diphtheria, whooping cough and tetanus. Arrangements for immunising children against measles, typhoid and polio have also been made. The programme of immunisation for all these categories is being intensified from year to year.

6. Nutritional anaemia is widely prevalent among pregnant and nursing mothers. A scheme is in operation to prevent nutritional anaemia among mothers and children. A programme to combat dehydration due to diarrhoeal diseases among children through use of oral electrolyte solution has also been initiated.

7. Doctors in Primary health centres are being given inservice training in maternal and child health in selected districts headquarter hospitals.

8. Educational material/guidelines on all components of MCH schemes are being produced and distributed to medical and Para-Medical staff.

9. Nutritional education to mothers is sought to be imparted through all the Auxiliary Nurse Midwives in sub-centres.

10. Care of the new born—Intensive steps have been taken to provide adequate care to the newborn in the form of training of traditional birth attendants, midwives, nurses etc., defining minimum perinatal care, imparting training to teams of doctors in new born care and providing specialised equipments for care of sick new born,

11. Paediatric units—Paediatric units have been established in 321 districts hospitals and 20 sub-division hospitals and specialised equipments have been given to these units.

12. Besides, promotion of breast feeding among the population, a curriculum has been developed for providing inservice training to doctors in management of problems in breast-feeding and infant weaning. This is also being augmented by appropriate health education for infant nutrition.

13. A special integrated child development service project has been introduced in about 300 development blocks by the Department of Social Welfare. These projects implemented in the tribal area, backward rural areas and urban slums aim at providing intensive health care for pregnant mothers and children below 6 years of age. The project is gradually being extended to about 1000 blocks during Sixth Five Year Plan.

Private bus under Delhi Transport Corporation overturned on Shanker Road on 4-1-1983

742. SHRI HARISH KUMAR GANGWAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that due to the sudden coming out of the rear tyres of a private bus under Delhi Transport Corporation on route 750 on 4 January, 1983, the bus overturned on Shanker Road injuring large number of persons; and

(b) if so, what are the details of the compensation paid to the injured persons as per the latest amendment in the Motor Vehicles Act together with details of action taken against the bus owner for not keeping the vehicle road-worthy and how many more such buses are there?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Yes, Sir.

(b) As per terms of agreement entered into with the private operators, criminal/civil liability arising out of an accident lies on the Private Operator. The compensation to injured persons would be available through Insurance Co. as per law. So far as action taken by DTC is concerned, the operation of bus involved in the accident was suspended for a period of 15 days and the erring driver was replaced. Only such of the buses which have a certificate of road worthiness issued by the STA are engaged by the D.T.C.

Views of UNFPA in implementing population control

743. SHRI H. N. NANJE GOWDA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether according to the United Nations Funds for Population Activities (UNFPA) there should be a co-ordinated central organ to over-see the implementation of family planning programmes;

(b) whether Government have considered the views of the UNFPA in implementing the population control;

(c) if so, details of the views of the UNFPA; and

(d) what steps have been taken by Government to implement the said views in the country?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Monitoring and evaluating the implementation of the Family Welfare Programmes has been an integral part of such programmes since their inception.

(b) to (d) The Government of India have entered into an agreement with the UNFPA for the implementation of various Projects/Schemes mutually decided for implementation for the control of population in this country. Some of the major projects being implemented under assistance from UNFPA are:—support to sterilisation

programme, supply of raw material for oral pills, supply of Copper T (IUD), supply of condoms, Assisted Area Project in Rajasthan and Infrastructure in Bihar and Rajasthan.

Railway Accidents during 1-11-82 and 2-2-1983

744. SHRI RAMJIDAS MAVANI:
SHRI RASABEHARI BEHRA:

Will the Minister of RAILWAYS be pleased to state:

(a) whether number of Railway accidents have taken place in Gujarat as well as on various other railways in the country during - November, 1982 and 2 February, 1983;

(b) if so, the details thereof;

(c) the causes of each accident;

(d) the details of action taken against those found responsible;

(e) the details of loss of life and property in each of those accidents;

(f) the steps taken to avert such accidents in future;

(g) whether any sabotage has taken place; and

(h) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b) Category-wise details of train accidents on Western Railway which serves areas of Gujarat State and on other Indian Government Railways during the period from 1st November, 1982 to 2nd February, 1983 are shown below:—

Category	Western Railway	Other Railways
Collisions	2	14
Derailments	9	147
Level crossing accidents	4	17
Fires in trains	..	1
Total	15	179

Statewise statistics of accidents are not maintained.

(c) Causes including prima-facie causes of these accidents are indicated below:—

Cause	No. of accidents
(a) Failure of Railway staff .	88
(b) Failure of persons other than Railway staff	16
(c) Failure of equipment :	
(i) mechanical	27
(ii) track	8
(d) Accidental	6
(e) Sabotage	1
(f) Cause under investigation .	48

(d) Disciplinary action in the form of compulsory retirement reversion to lower post, stoppage of increment and stoppage of privileges has been taken in some cases, and inquiries under Discipline and Appeal Rules are in progress in other cases.

(e) 33 persons were killed in these accidents. The estimated loss of railway property due to those accidents amounts to Rs. 2.3 crores approximately.

(f) Some of the steps taken to prevent accidents are:—

- (1) Inculcating greater safety consciousness amongst railwaymen.
- (2) Intensifying field inspections.
- (3) Steping up pace of renewal of over-aged assets.
- (4) Pulling up of arrears in the maintenance of track, rolling stock and equipment.
- (5) Provision of flasher lights in diesel/electric locos to warn drivers on adjoining track in case of emergency.
- (6) Introducing Breathlyser tests for engine crew to prevent them to come on duty under the influence of alcohol.

(g) and (h) There was one derailment due to sabotage during the period under consideration. Brief particulars of this accident are given below:

On 19.1.83 the engine of 4 Dn. Assam Mail derailed near Furkating on Lumbding Division of the Northeast Frontier Railway due to sabotage by placement of a rail across the track by miscreants.

Position of stateless persons of Indian Origin in Sri Lanka

745. SHRI P. M. SAYEED: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether future of 3 lakh people of Indian origin in Sri Lanka is hanging in balance as such people have neither been adopted by India nor by Sri Lanka;

(b) if so, what steps Indian Government have taken to decide the fate of stateless Indians in Sri Lanka;

(c) whether the Shastri-Srimavo Agreement of 1974 has been fully implemented; and

(d) whether Sri Lanka Government is taking up this question with India?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (d) The time frame for the implementation of the 1964 and 1974 Indo-Sri Lanka Agreements regarding stateless persons of Indian origin in Sri Lanka expired on the 30th October 1981. The number of stateless persons are currently estimated to be about 300,000.

The Government of India are in touch with the Government of Sri Lanka in respect of the residual problem of statelessness and we hope that a comprehensive resolution of the question will be achieved, with due regard to the desires of the persons concerned.

Deaths on account of monkey fever

746. SHRI T. R. SHAMANNA: Will THE MINISTER OF HEALTH AND FAMILY WELFARE be pleased to state:

1. .

(a) whether it has come to the notice of Government that 'Monkey Fever', a deadly viral disease, has taken a toll of large number of persons; and

(b) if so, the steps taken to arrest the havoc of this deadly disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) It is presumed that the reference is to Kyasanur Forest Disease (KFD). According to information received from Director of Health Services, Karnataka, KFD occurred in epidemic form in 6 villages of Belthangady Taluq of Dakshina Karnataka district. Till the end of first week of February, 1983, 238 cases have been reported, of which there have been 24 deaths.

On receipt of information concerning this matter, teams of experts belonging to the National Institute of Virology, Pune, an Institution under the Indian Council of Medical Research, visited the affected area, collected samples for investigational purposes and advised the field staff concerning the steps required for containing the infection. Accordingly, the State Government has intensified surveillance measures, reinforced the medical and paramedical personnel in the affected area, organised two Mobile Teams for visiting the infected villages and got under way insecticidal measures against ticks responsible for the spread of this viral disease.

Implementation of recommendations of various Accident Inquiry Committees

747. SHRI TRILOK CHANDRA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of recommendations made by

various Accident Inquiry Committees set up by the Government have not been implemented even though these recommendations have been accepted by the Government;

(b) if so, what are the salient features of the recommendations made by the Accident Inquiry Committees which are yet to be implemented by the Government; and

(c) what are the reasons for their non-implementation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C.K. JAFFAR SHARIEF): (a) to (c) All accepted recommendations of Kunzru Committee and Wanchoo Committee have been implemented to varying extent. Action has been initiated to implement accepted recommendations of Sikri Committee.

Important recommendations of these Committees pertain to creation of a special safety organisation on Railways; one recognised trade union of staff on one railway; provision of speed recorders on mail/express train engines; pulling up of arrears in main-track, coaches, wagons and engines; expansion of capacity of railway workshops; provision of undulations/bumps at approaches to level crossings; improvement in officer-staff ratio; improvement in training facilities of staff; restriction on new unmanned level crossings and provision of additional facilities at the existing manned level crossings; check on introduction of additional trains without matching maintenance facilities; provision of signalling aids to supplement human vigilance, etc.

Implementation of most of the recommendations, is of continuous nature and requires huge capital investment and has, therefore, necessarily to be phased depending upon the resources, both financial and material.

**Steps to stop sale of medicines
injurious to Health**

748. PROF. P. J. KURIEN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the fact that a number of medicines which are banned in United States and other countries are on free sale in the country;

(b) whether Government have conducted a study in the matter; and

(c) if so, the details and the action Government propose to take to stop the sale of such medicines which are injurious to health?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) to (c) Government has so far received information on 20 drugs, which have been banned/withdrawn in some countries. Out of these, 16 drugs have either been banned or not approved for marketing in the country. In respect of remaining 4 drugs namely, (i) Nitrofurantoin compounds, (ii) Phenformin, (iii) Halogenated Hydroxyquinolines and (iv) Higher doses of Lynestrenol products, a decision was taken to permit the marketing of these drugs in the country in consultation with the Medical experts subject to a cautionary statement and contra-indications being given on the label/package insert in some cases. Though these four drugs are banned in some countries yet these are still being marketed in a number of developed countries and all these drugs are official drugs in the Pharmacopoeia viz. Phenformin-B.P. (British Pharmacopoeia) 1980, Clotrimazole-B.P. 1980, Lynestrenol-B.P. 1980 and Nitrofurantoin compounds-B.P. 1980 and U.S.P. XX (United States Pharmacopoeia).

**राज्यों में आंगन बाड़ी योजना का लागू
किया जाना**

749. श्री भीम सिंह :

श्री सत्येन्द्र नारायण सिंह :

डा० सुब्रह्मण्यम स्वामी :

क्या समाज कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या सरकार ने पिछड़े क्षेत्रों में रहने वाले लोगों के विकास के लिए आंगन-बाड़ी योजना आरम्भ की है ;

(ख) यदि हां, तो आगामी वर्ष के दौरान भिन्न-भिन्न राज्यों में यह योजना लागू करने संबंधी व्यौरा क्या है ;

(ग) इस योजना में गत तीन वर्षों में हुई प्रगति व्यौरा क्या है ; और

(घ) इस योजना के लिए गत वर्ष बजट में नियत की गई राशि में से कितनी राशि अप्रयुक्त पड़ी है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी. के. थुंगन) : (क) और (ख) समेकित बाल विकास सेवा कार्यक्रम समूचे देश में पिछड़े ग्रामीण आदिवासी और शहरी बस्तियों वाले क्षेत्रों में कार्यान्वित किए जा रहे हैं। वर्ष 1981-82 तक 300 समेकित बाल विकास सेवा परियोजनाएं मंजूर की गई थीं। 1982-83 के दौरान 320 अतिरिक्त समेकित बाल विकास सेवा परियोजनाएं मंजूर की गई हैं। छठी पंचवर्षीय योजना के अन्त तक और 380 परियोजनाएं मंजूर की जाएंगी। 1000 समेकित बाल विकास सेवा परियोजनाओं का राज्य/केन्द्र शासित प्रदेश प्रशासन-वार वितरण दर्शाने वाला विवरण सभा पटल पर रखा जाता है। [ग्रन्थालय में रखा गया। देखिए संख्या LT-5909/83]

(ग) दिसम्बर, 1980, दिसम्बर, 1981 और दिसम्बर, 1982 की स्थिति के अनुसार रिपोर्टिंग परियोजनाओं का व्यौरा और उनके अन्तर्गत लाभान्वित हुए लोगों की संख्या बताने वाला विवरण सभा पटल पर रखा जाता है। [प्रयालम में रखा गया। देखिए संख्या LT-5909/83]

(घ) जहाँ तक भारत सरकार का संबंध है, योजना के अन्तर्गत आवंटित की गई समुची राशि का उपयोग किया गया।

Financial Assistance to Rajasthan University

750. SHARI JAI NARAYAN RAOT: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that Central financial assistance is provided to the Rajasthan University to a project for the collection, preservation, listing cataloguing, editing and publication of manuscripts on Rajasthan's history and culture; and

(b) if so, the amount so far given to the Rajasthan University and progress made so far in the matter?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) A grant of Rs. 91,000/- was sanctioned in favour of the University of Rajasthan in February, 1981. According to the progress report received from the University an expenditure of Rs. 92,976/- had been incurred till 31st December, 1982.

Amendment to Haj Committee Act

751. SHRI MOHAMMAD ASRAR AHMAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is proposed to amend the present Haj Committee Act;

(b) if so, details of the proposed amendments and when the amending Bill will be introduced in Parliament; and

(c) whether it is proposed to make the representation on the Board broad-based, so that all the regions of the country are duly represented?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) and (c) The new legislation will be aimed at (i) making the Haj Committee more broad-based, giving adequate representation to States having sizable representation to States having rating the executive and advisory functions of the Haj Committee, and (iii) vesting the Committee with necessary legal powers to acquire, hold and dispose of property, moveable and immovable and to create a creditable trust or endowment. The proposed changes are also aimed at streamlining arrangements for Haj and Zierat and thereby providing better facilities to Indian pilgrims. A sub-committee has recently been formed to go into this question and their recommendations have been asked for by the end of March, 1983. The new Bill will be introduced in Parliament as early as possible after further consultations with concerned official and unofficial agencies.

Setting up of a Commission with Japan to record the History of S. C. Bose and I.N.A.

752. SHRI VIRDHI CHANDER JAIN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Union Government is ready to initiate steps with the Japan Government to set up a Joint Commission to record the authentic history of Netaji Subhash Chandra Bose and the I.N.A. and to give full recognition to Netaji's statue as a freedom fighter for India and Asia; and

(b) whether the Government will take steps to set up a joint study group

for examining the possibilities for international action to reject the majority verdict in the Tokyo Trial?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b). Netaji's status as a freedom fighter is fully established and recognised. There are no plans to undertake of Japan of the history of Netaji and the circumstances of his death.

मुरादाबाद रेलवे डिब्बीजन में नये रेलवे स्टेशन/हाल्ट

753. श्री मंगल राम प्रेमी :
श्री जगपाल सिंह :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1982-83 में मुरादाबाद रेलवे डिब्बीजन के लिए कितने नए रेलवे स्टेशन/हाल्ट मंजूर किये गये थे, और आगामी वित्तीय वर्ष 1993-84 के लिए कितने रेलवे स्टेशन/हाल्ट विचाराधीन हैं ;

(ख) सामान्य रेलवे स्टेशन/हाल्ट उपलब्ध कराने पर खर्च की गई कुल अनुमानित धनराशि कितनी है ;

(ग) क्या सरकार ने शाहदरा-सहारनपुर रेलवे लाइन पर तापरी और मनानी रेलवे स्टेशनों के बीच मल्हीपुर में एक नया रेलवे हाल्ट मंजूर किया है ;

(घ) यदि भाग (ग) का उत्तर सकारात्मक है तो वहां गाड़ियां कब रुकनी शुरू हो जाएंगी और वहां रुकने वाली गाड़ियों के नाम तथा उनका समय क्या क्या है; और

(ङ) यदि भाग (ग) का उत्तर नकारात्मक है तो सरकार को ऐसा करने में क्या कठिनाई है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) वर्ष 1982-83 के दौरान दो हाल्ट स्टेशनों अर्थात् चन्दोसी-अलीगढ़ खंड पर गोधा और हरदुआ गंज के बीच सूनामई और मुरादाबाद-गाजियाबाद खंड पर कुचेसर रोड और सिम्भौली स्टेशनों के बीच सिखरा हाल्ट स्टेशनों को स्वीकृति प्रदान की गई है। मुरादाबाद मण्डल में चार और हाल्ट स्टेशन खोलने के प्रस्तावों की जांच की जा रही है।

(ख) हाल्ट स्टेशन की व्यवस्था करने पर आने वाला आधुनिक खर्च स्टेशन दर स्टेशन अलग-अलग होता है जो गाड़ियों के ठहरावों की लागत हाल्ट एजेंटों आदि को भुगतान किये जाने वाले कमीशन पर निर्भर करना है। सामान्यतः सब हाल्ट स्टेशन पर आने वाला अनावृत्ति खर्च 25,000.00 रुपये से 50,000.00 रुपये तक होता है।

(ग) जी, नहीं।

(घ) प्रश्न नहीं उठता।

(ङ) शाहदरा और सहारनपुर खंड पर यातायात अभी तक स्थिर नहीं हुआ है और इस प्रकार टापरी और मनानी स्टेशनों के बीच हाल्ट स्टेशनों के खोलने की आर्थिकता का वास्तविक मूल्यांकन इस चरण पर नहीं किया जा सकता है। बहरहाल, इस खंड पर यातायात का प्रतिमान स्थिर हो जाने के पश्चात् उत्तर रेल प्रशासन द्वारा इस प्रस्ताव की जांच की जाएगी।

Four Lane second Bridge over River Krishna

754. SHRI M. RAM GOPAL REDDY:
SHRI RAM VILAS PASWAN:
SHRI SUBHAS YADAV:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government have since approved the four lane second bridge

on Krishna River, proposal of which was submitted by the Andhra Pradesh Government; and

(b) if not, what are the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) and (b). Only a two-lane bridge over River Krishna along with its approaches was sanctioned at a cost of Rs. 692 lakhs, in June, 1981. The construction of a two-lane bridge was decided based on the traffic data and is in addition to the existing two-lane regulator cum-road bridge. The cost of the work however is now estimated as over Rs. 15 crores based on the tendered rates for the bridge. Revised sanction of the Central Government is therefore required which is being possessed.

Tenure Posts of Vigilance Inspectors and Work Study Inspectors in Railways

755. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the posts of Vigilance Inspectors and Works Study Inspectors are tenure posts, if so what is the tenure period;

(b) whether it is a fact that a large number of Vigilance Inspector and Work Study Inspectors are working beyond tenure period in Northern Railway and Railway Board office; and

(c) whether Government propose to return them back to their respective parents Branches/Departments?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There is only one post of Works Study Inspector in Railway Board for which no tenure has been prescribed. The posts of Vigilance Inspectors are generally tenure posts for which the period is four years extendable upto 6 years and in exceptional cases beyond 6

years. However, in respect of the Vigilance Special Squad created in the Railway Board with effect from January, 1979, a relaxation was allowed in that Inspectors who had already completed six years of work in Vigilance Department, could be inducted in the Special Squad since this Squad was newly constituted and personnel had to be drafted.

(b) No.

(c) Does not arise in view of answer to 'b'.

Saudi loan to Pakistan for purchase of F-16 Planes

756. SHRI R. R. Bhole: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that Saudi Arabia had advanced loan of 150 million to Pakistan for purchasing F-16 planes from U.S.A.;

(b) what is the reaction of our Government towards Saudi Arabia's assistance which encourages the arms race in our sub-continent; and

(c) whether it is a fact that Pakistan's defence personnel are largely managing the defence activities of Saudi Arabia?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Government have seen reports that the cash payments by Pakistan for F-16 planes may have been financed by Saudi Arabia.

(b) Our concern at the introduction into the region of new levels of sophisticated offensive capability is well known.

(c) Government is aware of the reports about the presence of Pakistani defence personnel in Saudi Arabia.

Electrification of Delhi-Itarsi Route

757. SHRI N. K. SHEJWALKAR: Will the Minister of RAILWAYS be pleased to state:

(a) what is the progress of electrification on Delhi-Itarsi route; and

(b) How much time it is expected to take to complete the work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The progress of Electrification of Delhi-Itarsi route is as under:

(i) Delhi-Mathura section: 53.25 per cent.

(ii) Mathura-Jhansi section: 14.3 per cent.

(iii) Jhansi-Bina section: Preliminary works in progress.

(iv) Bina-Itarsi Preliminary works in progress.

(b) The work upto Itarsi is expected to be completed by March, 1986.

Assistance to India by UNFPA for Family Planning

758. SHRIMATI USHA PRAKASH CHOUDHARY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether the United Nations Funds for Population Activities propose to set up assistance to India; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No.

(b) Does not arise.

Opening of Kendriya Vidyalaya in Hamirpur, H.P.

759. PROF. NARAIN CHAND PARASHAR: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether a Kendriya Vidyalaya has been sanctioned for Hamirpur in Himachal Pradesh, now that the State Government has agreed to provide the necessary facilities and fulfil the conditions for the opening of this Vidyalaya;

(b) if so, the date on which the vidyalaya has been sanctioned and the likely date of its opening; and

(c) if not, the likely date by which it would start functioning and the reasons for delay?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). Locations of Kendriya Vidyalayas to be opened during a year are decided at the time of commencement of the academic session. The proposal for opening a Kendriya Vidyalaya at Hamirpur is under consideration along with other similar proposals for 1983-84 session.

दुर्घटना के शिकार लोगों के मुआवजे में वृद्धि करने संबंधी रेलवे सुधार समिति की सिफारिश

760. श्री राम प्यारे पत्तिका :
श्री चिन्तामणि पाणिग्रही :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे सुधार समिति ने सरकार से दुर्घटना के शिकार लोगों के मुआवजे में वृद्धि करने की सिफारिश की है ;

(ख) यदि हां, तो तत्सम्बन्धी ब्यौरा क्या है और क्या सरकार का विचार इस सिफारिश को लागू करने का है ;

(ग) यदि हां, तो यह सिफारिश कब तक लागू कर दी जायेगी, और;

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) जी हां ।

(ख) से (घ) दुर्घटना क्षतिपूर्ति के रूप में 50,000.00 रुपये की वर्तमान अधिकतम सीमा को निम्नानुसार संशोधित करने की सिफारिश की गई है :—

(i) 12 वर्ष और अधिक आयु का यात्री 1 लाख रुपये

(ii) 12 वर्ष से कम आयु का यात्री 50,000 रुपये

चोटों के लिए क्षतिपूर्ति को भी यथोचित संशोधन सहित संशोधित करने की सिफारिश की गई है । बारहाल, इस मामले में अभी तक कोई निर्णय नहीं लिया गया है ।

Posting of US Electronic Experts in Pakistan

761. SHRI INDRAJIT GUPTA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government's attention has been drawn to the report which appeared in Indian Express dated 23 December, 1982 to the effect that about 60 American experts on electronics and monitoring devices are being posted in Peshawar, Karachi and Islamabad in Pakistan to lay ground work for some unspecified job; and

(b) if so, the details and Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) Government have no information on the details of the report. However Government keep under constant review all developments having a bearing on India's security.

Increase in the number of hawkers on Railway Stations

762. SHRI CHIRANJI LAL SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the reasons for growing number of hawkers on railway stations;

(b) whether it is a fact that they create nuisance and disturb the travelling passengers by shouting; and

(c) if so, steps proposed to be taken to discourage them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c). Regular checks are conducted to prevent the nuisance of unauthorised hawkers at stations and on trains. Suitable action such as prosecution under the rules is taken against such people when apprehended.

State-wise achievement of Family Planning

763. SHRI G. Y. KRISHNAN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there has been any encouraging results of the family welfare (birth control) programme during the current year so far and hope to achieve the targets;

(b) if so, whether any review regarding the performance of the programme has been carried out; and

(c) if so, the details in this regard, State-wise, during the current financial year?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c). Yes, Sir. The programme performance has been very encouraging during the current year, the achievement so far being higher than that of the corresponding period of last year by 43 per cent for sterilisation and 35 per cent IUD insertions. The programme is being regularly reviewed every month. The latest state-wise achievements of the programme in relation to targets for the year as well as compared to achievement over the corresponding period of the previous year for different family planning methods are given in the statement laid on the Table of the House. (Placed in Library. See No. LT-5910/83).

पटना में राजेन्द्र नगर मीठापुर ब्रांसिंग पर ओवर ब्रिज

764. श्रीमती कृष्णा साहू : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राजेन्द्र नगर-मीठापुर रेलवे ब्रांसिंग, पटना, बिहार पर ओवर ब्रिज का निर्माण कार्य 1982 में शुरू किया जाना था ;

(ख) क्या सरकार को यह जानकारी है कि इस रेलवे ब्रांसिंग पर प्रतिदिन घण्टों यातायात रुका रहता है ;

(ग) पटना शहर के उन स्थानों के नाम क्या जहां रेलवे ब्रांसिंग पर ओवर ब्रिज बनाने का विचार है; और

(घ) ये योजनाएं कब तक लागू किये जाने की संभावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी. के. जाफर शरीफ) : (क) और (ख) समपार सं० 76 बी पर

सड़क यातायात की अवरोधता को देखते हुए, रेलवे और राज्य सरकार ने पटना जंक्शन और पटना साहिब स्टेशनों के बीच इस समपार के बदले ऊपरी सड़क पुल बनाये जाने पर सहमत हो गई हैं। यह परियोजना रेलवे के 1982-83 के निर्माण कार्यक्रम में शामिल की गई थी।

(ग) उपर्युक्त के अतिरिक्त, चिलखोरा और यारपुर में ऊपरी सड़क पुलों का निर्माण कार्य भी रेलवे के 1982-83 के निर्माण कार्यक्रम में शामिल किया गया था।

(घ) राज्य सरकार द्वारा सड़क पहुंच मार्ग पूरा कर दिये जाने पर, पटना जंक्शन और पटना साहिब के बीच ऊपरी पुल के 1985 के अन्त तक पूरा हो जाने की आशा है। शेष दोनों ऊपरी सड़क पुलों के लिए निविदा मांगी गई है। अभी कोई निर्धारित तिथि निश्चित नहीं की गई है।

हजीरा में एक शिपयार्ड की स्थापना

765. श्री छोटू भाई गामित :

श्री मोती भाई आर. चौधरी :

क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) हजारी, गुजरात में एक शिप-यार्ड स्थापित करने का निर्णय अब तक न किए जाने के क्या कारण हैं ?

(ख) इस शिपयार्ड की राष्ट्रीय आर्थिक महत्ता को ध्यान में रख कर इसका स्थापना का शीघ्र निर्णय लेने के लिए सरकार क्या ठोस कदम उठा रही है और यह निर्णय कब तक किए जाने की संभावना है; और

(ग) उसके ले-आउट और इस पर होने वाले खर्च सम्बन्धी ब्योरा क्या है ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान खंसारी) : (क) मध्यावधि समीक्षा के समय छठी

योजना के मामले की समीक्षा करने का प्रस्ताव था जो उपलब्ध संसाधन मौजूदा शिपयार्ड की प्रगति और भारत में जहाज निर्माण की आवश्यकता पर निर्भर करती है ।

(ख) अभी मौजूदा शिपयार्ड के विस्तार और आधुनिकीकरण पर अधिक बल दिया जा रहा है जिससे वे अधिक से अधिक उत्पादन कर सकें । बाद में नए शिपयार्ड के प्रस्ताव पर वित्तीय संसाधन आदि उपलब्ध होने पर विचार किया जाएगा ।

(ग) अभी प्रश्न नहीं होता ।

रैगिंग रोकने के लिये कानून

766. श्री मूल चन्द डागा : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार देश में रैगिंग पर प्रतिबन्ध लगाने के लिए कानून बनाने का है ;

(ख) यदि नहीं, तो इसके क्या कारण हैं; और

(ग) पिछले तीन वर्षों के दौरान रैगिंग के कारण कितने छात्रों ने आत्म-हत्या की है तथा कितने छात्रों की अपनी पढ़ाई छोड़नी पड़ी है तथा इसके कारण कितनी राष्ट्रीय सम्पत्ति का नुकसान हुआ है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी. के. थुंगन): (क) और (ख) सरकार ने उच्च शिक्षा की संस्थाओं में रैगिंग को रोकने के लिए जून, 1982 में विस्तृत मार्गदर्शों रूप रेखाएं जारी की थीं । इनका उपयोगी प्रभाव पड़ा था । सरकार ने रैगिंग पर रोक लगाने के लिए कानून बनाने का कोई निर्णय नहीं लिया है ।

(ग) अनेक संस्थाओं से नए छात्रों की उनसे वरिष्ठ छात्रों द्वारा रैगिंग किए जाने की घटनाओं की रिपोर्टें प्राप्त हुई हैं । सरकार को 1982 के शुरू में किसी छात्र द्वारा तथाकथित रैगिंग के कारण आत्महत्या करने की भी सूचना मिली थी । उन छात्रों की सही संख्या, जिन्होंने आत्महत्या को अथवा इस कारण से अपना अध्ययन छोड़ दिया, उपलब्ध नहीं है ।

Reservation quota for Durgapur Passengers in Trains

767. SHRI BHEEKHA BHAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have examined the proposal for augmenting reservation quota for Durgapur passengers from Ahmedabad bound trains from Ahmedabad to Bombay;

(b) whether Railway Board is satisfied by the public demand for increasing railway berths from 2 berths to 12 berths per day; and

(c) if so, the action taken by the Railway Board?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) and (c). The existing quota allotted to Durgapur station is adequate to cater to the present level of demand.

Agreement entered into between Shipping Corporation of India and its Employees

768. SHRI SOMNATH CHATTERJEE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) when was the last long-term agreement entered into between the Shipping Corporation of India and its employees;

(b) whether the period thereof has expired;

(c) whether fresh Charters of Demand have been submitted by the employees' organisations including the Shipping Corporation Employees' Union, Calcutta;

(d) the steps taken by the Shipping Corporation of India and the Ministry to arrive at long term settlement on the basis of the Charters of Demand; and

(e) when such agreements are expected to be arrived at?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):
(a) 20th May, 1971.

(b) Yes.

(c) to (e). Fresh Charter of Demands was submitted jointly by the Employees' organisations, including the Shipping Corporation Employees' Union, Calcutta, on 14.1.1975 to the management of the Shipping Corporation of India. The proposals were examined by the Government and were approved by it on 11-8-1976 and approval communicated to the Shipping Corporation of India. The Shore Employees' Union of the Shipping Corporation of India, however, refused to sign the revised agreement with Shipping Corporation of India Management as the new terms were not acceptable to them. Since then several attempts have been made by the Shipping Corporation of India Management to resolve this stalemate but to no effect.

Recently Shipping Corporation of India on the basis of discussion held with the Bureau of Public Enterprises and this Ministry formulated revised proposals and submitted the same to their Unions on 8.7.1982. The Shipping Corporation of India also held discussions with the representatives of Shipping Corporation of India Employees' Union at Bombay as well as

at Calcutta on the revised proposals. The Unions, rejected the proposals as the D.A. formula was not acceptable to them which has again resulted in a stalemate. An agreement would be possible as and when Unions agree to accept the D.A. formula, which is applicable to all Public Sector Undertakings.

Per Capita intake of calories in India

769. SHRI AMAL DATTA: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that per capita intake in India is below 2000 calories as compared to intake of above 3,000 calories in USA Europe;

(b) whether it is also a fact that the intake of food like animal products, fruits, vegetables, fats and oils in India is 1/5th of intake of such products in USA/Europe; and

(c) whether any estimate has been made of the annual additional need arising out of population increase for foodgrains foods and vegetables animal products including milk and if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). In India surveys conducted by the National Nutrition Bureau of the Indian Council of Medical Research in the State of Kerala, Tamil Nadu, Karnataka, Andhra Pradesh, Gujarat, Madhya Pradesh, Orissa, West Bengal and Uttar Pradesh have revealed that the average per capita consumption of calories is as under:—

Year	Average Calories consumption
1977	2306
1978	2341
1979	2366
1980	2404

According to 6th Report of World Health Organisation Publication in 1980, the average per capita consumption of calories in 1975 in Europe and USA was more than 3000. The intake of foods like animal products, fruits, vegetables, fats and oils is comparatively lower in India than Europe/USA. According to surveys conducted by National Bureau in 10 States in 1979 the average per capita consumption of various Food products is as under:—

Foods	India gms
Total cereals	522
Pulses	37
Vegetables	122
Fats & Oils, ...	12
Fruits	13
Fresh foods	12
Milk	90

The information in respect of USA/ Europe is not available.

(c) The estimates for increase in food production due to annual increases in population are made by the Ministry of Agriculture. The following table shows that there has been a constant increase in production of the various food product:

Year	Foodgrains in million tonnes.	Fruits Milk Fish in thousand tonnes
1977-78	126.4	18337 28355 2311
1978-79	131.3	19646 29208 2306
1979-80	109.7	20111 30204 2343
1980-81	129.8	N.A. N.A. 2423

Supervisory staff for voluntary organisations

770. SHRI P. RAJAGOPAL NAIDU: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether supervisory staff is given to voluntary organisations to supervise non-formal education centres; and

(b) if not, whether the Government will give supervisory staff to these organisations?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Does not arise.

भोपाल में एक केन्द्रीय विद्यालय का खोला जाना

* 771. श्री राम अवध : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार भोपाल में एक और केन्द्रीय विद्यालय खोलने पर विचार कर रही है ; और

(ख) यदि हां, तो वह वहां कब तक कार्य करना प्रारम्भ कर देगा ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) और (ख). वर्ष के दौरान केन्द्रीय विद्यालयों (सेण्ट्रल स्कूलों) को खोलने के लिए स्थानों का निर्णय शैक्षिक सत्र के शुरू होते समय किया जाता है। भोपाल में दूसरा केन्द्रीय विद्यालय खोलने वाले प्रस्ताव पर अगले शैक्षिक सत्र अर्थात् 1983-84 के शुरू होने के समय अन्य इसी प्रकार के प्रस्तावों के साथ विचार किया जायेगा।

भारत-चीन संयुक्त आयोग

772. श्री हरीश रावत : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार चीन के साथ सीमा वार्ता के संदर्भ में एक भारत-चीन संयुक्त आयोग के गठन के प्रस्ताव पर विचार कर रही है ; और

(ख) चीन द्वारा अरुणाचल प्रदेश पर किए उसके दावे का इस समय हो रही भारत-चीन वार्ता पर किस प्रकार का प्रभाव पड़ेगा ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० रहोम) : (क) जा नहीं ।

(ख) सरकार का कहना यह है कि अरुणाचल प्रदेश के क्षेत्र पर चीन का दावा निराधार है । सीमा के सवाल पर अधिकारी स्तर की वार्ता में भारतीय प्रतिनिधिमण्डल ने इस बात को दोहराया था ।

Grant to Indian History Congress

773. SHRI ANANDA PATHAK: Will he Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that the Indian Council of Historical Research was annually giving a grant to the Indian History Congress for publishing its voluminous annual proceedings and scholarly papers;

(b) if so, whether the said grant has now been withheld on the plea of not receiving the entire manuscript from the Congress for perusal before the grant could be released; and

(c) if so, whether this condition was imposed from the very inception of the Congress?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) No, Sir. A publication grant of Rs. 25,000 has since been sanctioned by the Indian Council of Historical Research in favour of Indian History Congress for publishing the proceedings of the 42nd Conference held in December 1981.

(c) Does not arise.

263 अप तथा 264 डाउन गाड़ियों की गति बढ़ाना

774. श्री नरसिंह मकवाना : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) पश्चिम रेलवे के बीरमगांव और मेहसाना के बीच 65 किलोमीटर की दूरी तय करने के लिए 263 अप तथा 264 डाउन गाड़ियों द्वारा इन दिनों पहले की अपेक्षा कितना समय लगता है;

(ख) इस गाड़ी की गति बढ़ाने के लिए कितने प्रतिवेदन प्राप्त हुए हैं, उन पर की गई कार्यवाही का ब्यौरा क्या है; और

(ग) बीरमगांव और मेहसाना के बीच इस लाइन पर कितने स्टेशन हैं तथा इस लाइन पर कितने यात्री प्रतिदिन यात्रा करते हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) 263/264 मेहसाना-बीरमगाम पैसेन्जर, 1-4-82 से पूर्व के 3 घण्टे और 40 मिनट की तुलना में अब क्रमशः 4 घण्टे 50 मिनट और 5 घण्टे 5 मिनट समय लेती है ।

(ख) दो अभ्यावेदन प्राप्त हुए हैं । चूंकि 263, 264 एक मिश्रित गाड़ी है जिसके साथ चौपट्टी माल डिब्बे भी चलते हैं । रेल सुरक्षादल ने सुरक्षा की दृष्टि से इसकी 36.5 कि० मी० प्रति घण्टा की निर्धारित गति को घटा कर 27.5 कि० मी० प्रति घण्टा करने की

सिफारिश की है ? अतएव, अब उनका यात्रा समय में कमी करना व्यवहारिक नहीं है ।

(ग) मेहसाणा और वीरमगाम के बीच 9 स्टेशन हैं । इन गाड़ियों में यात्रियों की औसत संख्या 263 ग्रुप में 239 और 264 डाउन में 285 है ।

Demolition of wall near Lajpat Nagar Railway Crossing

775. SHRI D.P. YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Ministry has conducted an enquiry into the reported demolition of wall put up near Lajpat Nagar railway crossing in New Delhi; and

(b) if so, the details thereof and the safety measures taken at the said railway crossing?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b) On receipt of information regarding demolition of wall across the approach road of Lajpat Nagar Railway crossing, report was lodged with GRP, New Delhi. Suitable tie bar fencing across the road was provided to prevent traffic through the closed level crossing.

बिहार में स्मारकों की संख्या

776. श्री रीतलाल प्रसाद वर्मा : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) बिहार में केन्द्र द्वारा अनुरक्षित स्मारकों की संख्या कितनी है तथा उनका व्यौरा क्या है ;

(ख) पुरातत्व विभाग द्वारा कितने प्राचीन स्मारकों को अपने अधिकार में लिया गया है तथा पिछले पांच वर्षों के

दौरान उन पर किए गए व्यय का वर्ष वार व्यौरा क्या है ;

(ग) क्या बिहार के गिरीडीह तथा हजारीबाग जिलों में कुछ नये स्थानों का पता चला है तथा सरकार द्वारा वहां खुदाई कराई गई है तथा क्या उसके परिणाम-स्वरूप कई प्राचीन मूर्तियां प्राप्त हुई हैं; और

(घ) यदि हां, तो उसका व्यौरा क्या है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगन) : (क) और (ख) बिहार में भारतीय पुरातत्व सर्वेक्षण के अधीन केन्द्र द्वारा संरक्षित स्मारकों तथा स्थलों की संख्या 75 है । गत पांच वर्षों में संरचनात्मक रख रखाव पर व्यय की गई राशि निम्नलिखित अनुसार है :—

77-78	3,31,586
78-79	4,31,844
79-80	2,94,519
80-81	2,90,001
81-82	3,26,284

कुल 16,74,234

(ग) भारतीय पुरातत्व सर्वेक्षण अथवा राज्य के पुरातत्व विभाग को इस सम्बन्ध में कोई जानकारी नहीं है ।

(घ) प्रश्न ही नहीं उठता ।

मुजफ्फरपुर-नरकटिया गंज रक्सौल रेल लाइन को बड़ी लाइन में बदलना

777. श्री कमला मिश्र मधुकर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मुजफ्फरपुर से नरकटिया गंज तथा रक्सौल तक रेल लाइन का कोई सर्वेक्षण किया गया था;

(ख) यदि हां, तो इस लाइन को संभवतः कब तक मीटर लाइन में बदल दिया जायेगा ; और

(ग) यदि कोई सर्वेक्षण नहीं किया गया है तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) जी, हां ।

(ख) और (ग). सर्वेक्षणों से पता चला है कि मुजफ्फरपुर से रक्सौल और बेतिया तथा नरकटिया गंज के रास्ते सगौली से बगाहा तक की आमामान परिवर्तन परियोजनाएं अर्थक्षम नहीं होंगी । अतएव, इन परियोजनाओं की विशेष रूप से वित्तीय संसाधनों की तंगी को देखते हुए छोड़ दिया गया है ।

कुष्ठ रोग के इलाज का नया तरीका

778. श्री रामावतार शास्त्री : क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि चिकित्सा विज्ञान के क्षेत्र में कुष्ठ रोग के इलाज का एक नया तरीका निकाला गया है ;

(ख) यदि हां, तो उसका क्या ब्यौरा है ; और

(ग) उस तरीके को लोकप्रिय बनाने के लिए सरकार द्वारा क्या कार्यवाही की गई है ?

स्वास्थ्य और परिवार कल्याण मंत्रालय में राज्य मंत्री (श्रीमती मोहसिन किदवाई) : (क) जी, हां ।

(ख) यह पता चला है कि रिफम्पसिन और क्लोफेजिमीन के साथ डेप्सोन का सम्मिश्रण अधिक प्रभावी होता है तथा यह संक्रमित रोगियों के उपचार की अवधि को लगभग दो वर्ष कम कर सकता

है, जब कि केवल डेप्सोन का प्रयोग करने से इस रोग को ठीक होने में 5-10 वर्ष लग जाते हैं । केवल सख्त क्लिनिकल देखरेख में ही बहु-आषध-पद्धति की चिकित्सा करनी होती है और आषधि लेने, उपचार की प्रगति एवं विषाक्ता आदि की जांच प्रयोगशालाओं के परीक्षणों के जरिये विशेषज्ञों द्वारा नियमित रूप से करानी होती है ।

(ग) बहु-आषध-पद्धति की चिकित्सा प्रारम्भ करने के लिए अपेक्षित विशिष्ट सेवाओं को ध्यान में रखते हुए बहु-आषध-पद्धति की परियोजनाएं केवल उन जिलों में शुरू की गई हैं, जहां कुष्ठरोग स्थानिक रूप से अधिक है । प्रारम्भ में बहु-आषध-पद्धति परियोजनाएं वर्धा (महाराष्ट्र) और पुरलिया पश्चिम बंगाल में शुरू की गई थीं और अब इन्हे चार जिलों में और शुरू किया गया है अर्थात् श्री काकुलम और विजय नगरम् (आंध्र प्रदेश), गंजम (उड़ीसा) तथा उत्तर अर्काट (तमिलनाडु) ।

Casual Labourers in Railways

779. SHRI BASUDEB ACHARYA: Will the Minister of RAILWAYS be pleased to state:

(a) total number of casual labourers working in Indian Railways;

(b) how many of them have been regularised, zone-wise; and

(c) the plan to regularise all the labourers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) About 2.08 lakhs.

(b) A statement is attached regarding the number of casual labour regularised during 1981-82. Information regarding regularisation done during 1982-83 is being obtained.

(c) It is not possible to formulate any time bound plan for regularisation of casual workers. Firstly, their absorption in class IV depends upon the availability of vacancies for this purpose; secondly, casual labour is employed seasonally at varying places, and for limited duration. Railways will therefore, always have to carry a number of casual labourers in a country-wise set-up.

Statement

Railways	No. of casual labour regularised during 1981-82
Central	2615
Eastern	1488
Northern	6179
North Eastern	2655
Northeast Frontier	400
Southern	471
South Central	3633
South Eastern	2773
Western	3305
Total	23519

काम के अनुपयुक्त रेल लाइनों के संबंध में रेल सुधार समिति की रिपोर्ट

780. श्री शांतु भाई पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेल सुधार समिति ने टिप्पणी की है कि देश की 20 प्रतिशत रेल लाइनें शीघ्र ही ब्रेकार हो जायेंगी; और

(ख) सरकार द्वारा क्या सुधारात्मक कदम उठाये जाने का विचार है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) रेल सुधार समिति ने अपनी सिफारिशों में से एक सिफारिश में यह निष्कर्ष निकाला है कि अन्य बातों के साथ-साथ रेलों की पूंजीगत परिसम्पत्तियां वर्षानुवर्ष कम होती जा रही हैं और जब तक नवीकरण की गति को बढ़ाया नहीं जाता तो छठी पंचवर्षीय योजना के अन्त तक देश में सम्पूर्ण रेल-पथ का 20 प्रतिशत से अधिक रेल पथ परिचालन के अयोग्य हो जायेगा।

(ख) रेलपथ नवीकरण की गति को पहले ही बढ़ा दिया गया है। 1980-81 में 1096 कि० मी० रेलपथ नवीकरण के स्तर को बढ़ा कर 1982-83 में प्रति-वर्ष लगभग 1560 कि० मी० तक पहले ही बढ़ाया जा चुका है। 1983-84 में इस कार्य को आगे और बढ़ा कर लगभग 2350 कि० मी० तक करने की संभावना है। इसके लिए अधिक धन के आवंटन हेतु सभी प्रकार से प्रयास किये जा रहे हैं।

Metropolitan Transport Project Calcutta

781. SHRI SATYASADHAN CHAKRABORTY: Will the Minister of RAILWAYS be pleased to state:

(a) what steps have been taken to review the working of the Metropolitan Transport Project, Calcutta; and

(b) whether the Minister is aware that the delay in completion of the Project is causing serious problems for the city of Calcutta and its inhabitants?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) A special Cell headed by a Director in Board's Office exists to review and monitor the working of Metro Railway Project, Calcutta.

(b) Yes. All out efforts are being made to complete this project of Mass Rapid Transit System as early as possible. Phase I Esplanade to Tollyganj and Dum Dum to Shyam Bazar are targetted for completion by 1985 and the remaining Section Phase II from Shyam Bazar to Esplanade by 1987. Efforts are being made to open part Section from Esplanade to Bhowanipur as early as possible by advancing the target date.

Welfare of Weaker Sections Under New 20-Point Programme

782. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of EDUCATION AND CULTURE be pleased to state. What measure have been taken by the Ministry for the welfare and development of weaker sections of the society under the New 20-Point Programme so far?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): In the implementation of Point No. 16 of the 20-Point Programme concerning education, the Ministry has taken special measures to ensure benefit of the programmes to SC/ST, women and agricultural labourers and others who constitute the weaker sections of the society. The programme of Universalisation of Elementary Education lays emphasis on provision of schooling facilities within easy walking distance of the habitations, provision of free books, uniforms and other incentives like mid-day meals to the children of the weaker sections. In regard to enrolment special attention is given to girls and others target groups like SC/ST, landless labourers and slum dwellers.

Non-formal part time education has been introduced on extensive scale. Special Central assistance is being given in the educationally backward States for Non-formal education programmes which are aimed at covering children in the age group 9-14.

These programmes are target group oriented, decentralised in regard to the contents, course duration, place and hours of learning in the nine educationally backward States. Besides, other aspects like curriculum improvement, appointment of women teachers; provision of physical facilities in schools are also being given attention.

In the Adult Education programmes also, high priority is accorded to the enrolment of adults from the weaker sections of the society. The State Governments have been advised to assign priority to these communities and to locate adult education centres keeping in view their requirements.

New Education Scheme by Central Board of Secondary Education, Delhi

783. SHRI T. S. NEGI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether it is a fact that Central Board of Secondary Education, Delhi has started a new education scheme—'Open School' in the country and if so, the details thereof;

(b) whether the Government are aware that the number of applications received from Garhwal District of Uttar Pradesh is very small as compared to the rest of the country due to insufficient number of Examination Centres in Garhwal Hilly terrain; and

(c) whether Government will take steps to open new centres in places such as Pauri, Jamlakhal and Srinagar etc.?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir. The Open School, set up by the Central Board of Secondary Education, started enrolling learners in 1981-82. The Open School is located in Delhi, but eligible persons from any part of the country or even ab-

road can register as learners. Any person who is more than 14 years of age and who can read and write is eligible for admission.

The Open School introduces a non-formal approach to formula schooling by adopting the distance learning technique. The school provides various learning materials in the form of self-contained and self-instructional lessons. The school also propose to set up Resource-cum-Study Centres in different parts of the country where there is a concentration of learners to assist them with personal guidance on a part-time basis. Audio-visual aids like cassettes, special charts, and maps etc., will also be available in these centres. Learners will be able to borrow learning materials from these centres. Subsequently the Open School proposes also to use the Radio/TV media.

As in any correspondence course, in this system also learners can study at their own places and in their own time. But, the Open School is different from a correspondence course in the sense that the learner has the freedom of choice of subjects from a given list of subjects; there is no rigid prescription of combinations of subjects. Again, the learner has the option to accumulate credits subject by subject; it is not incumbent on a learner to pass in any group of subjects at the same time. Accumulation of credits in five subjects within a period of five years will entitle a learner to get a certificate of having passed the Secondary School Examination of the Central Board.

(b) The number of learners from Garhwal District is no doubt small but it is not due to lack of Examination Centres which were notified 8 months after the admissions.

(c) The question of opening examination centres at these places can be considered only in sufficient number of students enrol from there.

Over-Payment made by C.G.H.S. Medical Store Depot

784. SHRI SAJJAN KUMAR:
SHRI KRISHNA CHANDRA
PANDEY:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of the fact that over-payment was made by the CGHS Medical Store Depot to certain firms in respect of UNIENZYME tablets and capsules B. C. FORTE, which was also reported to the Vigilance Cell of the CGHS, New Delhi sometime in 1980-81 for investigation;

(b) if so, what is the outcome of the investigations conducted in this case and its financial improprieties; and

(c) the action taken to fix responsibility and punish the officers held guilty of causing financial loss to the Government in the case?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): (a) to (c) There was no case of over-payment by CGHS Medical Store Depot to any firm or any financial impropriety in respect of these medicines. However, an instance of delay in reporting late supply of these medicines by the firms came to light. An enquiry was held and as a result the employees concerned have been cautioned to be careful in future.

Rheumatic Fever and Rheumatic Heart Diseases among School Children

785. SHRIMATI MADHURI SINGH:
Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether according to a World Health Organisation report, rheumatic fever and rheumatic heart diseases

among school children are widely prevalent in India; and

(b) if so, whether reasons for the disease have been ascertained and what are the steps proposed to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). The World Health Organisation, in their document on rheumatic fever and rheumatic heart disease have indicated that prevalence of rheumatic heart disease amongst school children in India is 6 per 1000 children aged 5-15 years.

Rheumatic fever and rheumatic heart disease are known to be caused by beta haemolytic streptococci. Group A beta haemolytic streptococci are the most common cause. Other groups are Group G and Group C.

The Indian Council of Medical Research had undertaken a study on prevalence and epidemiological factors associated with rheumatic fever and rheumatic heart disease. A multicentric study on secondary prophylaxis of rheumatic fever and rheumatic heart disease in school children has also been undertaken. The Indian Council of Medical Research has undertaken a study on prevalence of rheumatic fever and rheumatic heart disease and its treatment at Delhi schools. The Indian Council of Medical Research has also initiated a study on demonstration module for control of Rheumatic fever and rheumatic heart disease in the community utilising the existing health infrastructure in rural areas.

Residual Pesticides in Food Stuff

786 SHRI CHITTA BASU: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that residual pesticides in food stuff, much above the tolerance limit set by the Prevention of Food Adulteration Rules, 1968, were found in food stuffs

picked up at random from different markets in Calcutta, and its neighbourhood recently, as reported in the Statesman (Delhi) on January 17 last; and

(b) if so, what steps have since been taken to bring it down to the tolerance limit?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) Scientists working at Central Food Laboratory, Calcutta and All India Institute of Hygiene and Public Health had reported some time back that some food stuffs contain pesticides higher than the tolerance levels prescribed under the Prevention of Food Adulteration Rules, 1955.

(b) The Food (Health) Authorities in all the States/Union Territories have been advised from time to time to intensify their activities for checking pesticide residues and ensuring that they do not exceed the tolerance levels. The Ministry of Agriculture was also requested to take corrective measures at their end.

Introduction of Local Specials between Gaya and Moghalsari Stations

787. SHRI RAM SWARUP RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been a demand for introduction of local specials between Gaya and Moghalsari stations on the Eastern Railway; and

(b) if so, whether the demand has been considered and what decision has been taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There have been demands for introduction of additional stopping passenger trains.

(b) Introduction of additional trains on Grand Chord has been not

found feasible due to line capacity constraints which has to be conserved for movement of coal.

Dispute between DTC and Rajasthan Road Transport Corporation over plying of buses in each other's territory

788. DR. A. U. AZMI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that there is dispute going on between the Delhi Transport Corporation and the Rajasthan Road Transport Corporation over the plying of buses in each other's territory;

(b) if so, what are the details of the dispute;

(c) whether it is a fact that Delhi Transport Corporation or Rajasthan Road Transport Corporation can prohibit lifting of passengers from their respective territories under Motor Vehicles Act or Road Transport Corporations Act; and

(d) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) and (b). Due to some communication gap regarding sharing of passenger traffic between Delhi and Rajasthan, there were some instances of interception of buses. However, the issue has already been amicably resolved.

(c) No, Sir.

(d) Does not arise.

Shifting of Simla Institute to Pune

789. SHRI KRISHNA DATT SULTANPURI:

SHRI KRISHNA CHANDRA HALDER:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether a final decision has since been taken to shift the Simla Institute from its present location to Pune;

(b) if so, what are the reasons and what is the target date for shifting; and

(c) if not, how much time will the Ministry of Education take to allow the Simla Institute to start research activities?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE (SHRI P. K. THUNGON):

(a) No, Sir.

(b) Does not arise.

(c) The research programmes of the two Fellows already working at the Institute are in progress. New academic programmes and activities are expected to be initiated as soon as the various authorities of the Institute are appointed/constituted for which steps have been initiated.

इलाहाबाद मंडल के अधिकारियों का स्थानान्तरण]]

790. श्री बालासाहिब पवार : क्या रेल मंत्री यह बताने की कृपा करेंगे कि इलाहाबाद मंडल में कितने अधिकारी वहां पिछले पांच वर्षों अथवा अधिक समय से काम कर रहे हैं और उन अधिकारियों को इलाहाबाद मंडल से किसी अन्य मंडल अथवा मुख्यालय को स्थानान्तरित न करने के क्या कारण हैं ?]

रेल भंडालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : इलाहाबाद मंडल में पिछले 5 वर्षों या अधिक समय से कुल 37 अधिकारी कार्य कर रहे हैं। इन में से 30 डाक्टर हैं जिन्हें आमतौर पर तब तक स्थानान्तरित नहीं किया जाता जब तक इन्हें उच्चतर ग्रेडों के पदों पर न भेजा जाना हो जो पद इस मंडल पर नहीं हैं।

जहां तक शेष 7 अधिकारियों का संबंध है वे इस मंडल पर प्रशासनिक हित में कार्यरत हैं।

Steps to reduce national average rate of infant mortality

791. DR. VASANT KUMAR PANDIT: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether there has been no significant decline in the rate of infant mortality in rural area during the decade 1970—80; if not, give average figures of rural infant mortality in the last three years;

(b) whether the attention of the Government has been drawn to Child Health and Mortality Atlas of India's prepared by the UNICEF;

(c) whether the figures of infant mortality in the States of M.P., U.P., Orissa, Rajasthan and A.P. are much higher than the National Average rate of 122 per 1000; if so, State-wise figures for the last three years;

(d) whether WHO has recommended that an Integrated Scheme for Mother and Child Health Care operating in rural India should be extended in its coverage and intensified in its treatment; and

(e) if so, the plans drawn by the Government to reduce the national average rate of infant mortality particularly in rural sectors of India?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) There is a declining trend in the infant mortality rate in rural areas during the decade 1970—80. As per Sample Registration System of Registrar General of India the infant mortality rates in respect of rural areas during 1976, 1977 and 1978 are 139, 140 and 137 respectively.

(b) Yes.

(c) The infant mortality rates of M.P., U.P., Orissa, and Rajasthan are higher than infant mortality rate for the country as a whole which is 127 per 1000 live birth for both rural and

urban combined for the year 1978. The infant mortality rate for Andhra Pradesh is lower than the national average. The state-wise rates for these States for the last 3 years for which data are available are as follows:

State	1976	1977	1978
Andhra Pradesh	122	125	117
Madhya Pradesh	138	148	143
Orissa	127	147	133
Rajasthan	142	142	140
Uttar Pradesh	178	168	177

(d) and (e). No. However the Ministry of Health and Family Welfare is providing health care to mothers and children in an integrated manner as a part of total health care to the community in rural as well as in urban areas. Measures have been taken to develop infrastructure for delivering health care for mothers and children through establishment of primary health centres and sub-centres, establishment of Paediatric Units at districts and sub-divisions/talukas, units for Sick new borns, training of doctors, multipurpose workers, dais, health guides, etc. during 6th V year plan. The plan is to reduce infant mortality rate to about 50 per cent of present rate by 2000 A.D.

Amount spent on development and establishment of Railways

792. SHRI A. NEELALOHITHA-DASAN NADAR: Will the Minister of RAILWAYS be pleased to state:

(a) What is the total amount spent on establishment and development of Railways throughout India as on date; and

(b) what is the respective amount spent in Kerala?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS. (SHRI C. K. JAFFER SHARIEF): (a) the total investment on Railways to end of 31-3-82 by different sources of

financing is given in the statement enclosed. The amount of investment during the current year will be known after closing of the annual accounts and preparation of the Railways' Block Accounts thereafter.

(b) the figures of investment are kept Railway wise and not statewise and as such the amount spent in Kerala is not available separately.

Statement

The total investment on Railways to end of 31-3-1982, by different sources of financing is as under :-

	Rs./Crores
Capital	6866.13*
Depreciation Reserve Fund (Improvement element only).	559.81
Development Fund	605.95
Accident Compensation, Safety and Passenger Amenities Fund	38.68
Open Line Works (Revenue)	257.44
Miscellaneous	4.37

Total, ...	8332.38

*Includes Rs. 168.38 crores relating to MTPs.

Strike by Drug Dealers

793. SHRI R. P. DAS: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware of an all India token strike by the drug dealers of the country on the 8 January, 1983 in protest against the new amendment to the Drugs Control Act of 1982; and

(b) if so, the reaction of the Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (b). Information is being collected and will be laid on the Table of the Sabha.

Investment on Railway Projects in Orissa

794. SHRI RASABEHARI BEHERA: Will the Minister of RAILWAYS be pleased to state:

(a) total investment involved in on-going Railway projects in State of Orissa alongwith the names of the projects; and

(b) which of the projects are anticipated to be completed during the year 1983-84?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The name of the projects and the anticipated investment in on-going railway projects in the State of Orissa are as follows:

	Rs. in crores
* 1. Koraput-Rayagada Railway Line	112.10
* 2. Kakhapura-Banspani Railway line	75.00
3. Provision of a Road-over-bridge with two lane traffic in lieu of the existing level crossing on the end of Cuttack Railway Station.	2.43

	Rs. in Crores
4. Bhubaneswar-Setting up of a new carriage repair workshop.	18.97
5. Bondamunda-Integrated scheme for	3.47
(a) Construction of a new Elect. Loco shed to house 50 Elect. Locos.	
(b) Expansion of the two existing Diesel Loco sheds to house 100 Diesel Locos.	
6. Bondamunda- Provision of additional rooms and other facilities in the medium sickline.	0.02
7. Extension of directional Radio Multichannel communication (Microwave) from Khurda Road to Waltair with drop channel facilities of Palasa.	1.71
8. Provision of Multi aspect colour light signalling at 34 stations from Simliguda to Kiranadul and at S. Kota and Malividu on Waltair-Kiranadul section.	1.50
9. Panel Interlocking at 29 way side stations on Kottavalasa-Kiranadul line.	1.36
Total	216.55

(b) The Railway projects listed at items 5 to 9 are expected to be completed by the end of 1983-84.

Bypassing of local Candidates by Mormugao Port trust in Recruitment

795. SHRI EDUARDO FALLEIRO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware of adverse reaction from the people of Goa to the fact that persons from outside that territory are being recruited by the management of Mormugao Port Trust by-passing local candidates; and

(b) how many persons have been recruited from outside the territory by the Mormugao Port Trust during the last five years and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Recruitments in the Port Trust are being made according to rules framed by the competent authorities from time to time. Vacancies in Classes III and IV are notified to the Employment Exchange and filled up from out of the candidates sponsored by Employment Exchange only. When candidates are not available from

Employment Exchange, advertisement through Newspapers is resorted to.

(b) From 1-2-78 to 31-1-83, 828 persons were directly recruited for various posts in Mormugao Port Trust. Out of this, 590 were local persons. Of the remaining 238 persons, 51 belong to Scheduled Caste/Scheduled Tribe; such candidates generally not being available locally. In the lists furnished by Employment Exchange, names of non-Goan candidates were also sponsored. Some of them were selected as per qualifications and merit by a Selection Committee. Also, some persons from outside the territory were recruited to skilled and technical categories, when suitable local candidates were not available.

नई रेल लाइनों के लिये सर्वेक्षण करने हेतु प्रावधान

796. श्री तारिक अन्वर : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1982-83 के लिए बजट में नई रेल लाइनों के सर्वेक्षणों हेतु कोई प्रावधान रखा गया है ;

(ख) यदि हां, तो देश के किन भागों में सर्वेक्षण किये जाने हैं और उनके पूरा होने का निर्धारित समय क्या है ;

(ग) क्या सरकार ने सभी सर्वेक्षण कार्य पूरा कर लिया है ; और

(घ) यदि नहीं, तो किन कारणों से यह सर्वेक्षण कार्य पूरा नहीं किया जा सका है और उनके कब तक पूरा होने की संभावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ): (क) जी हां। 1982-83 के बजट में चार नयी रेल लाइनों के लिए प्रारंभिक इंजिनियरी-एवम्-यातायात सर्वेक्षण शामिल किये गये थे।

(ख) से (घ) इन नयी रेल लाइनों के सर्वेक्षण कर्नाटक, आन्ध्र प्रदेश, राजस्थान, मध्य प्रदेश और गुजरात राज्यों में पड़ते हैं। वित्तीय संसाधनों के सीमित होने के कारण इन सर्वेक्षणों के अब तक पूरा किया जाना संभव नहीं हो पाया। इनके पूरा होने के लिए कोई निर्धारित तिथि निश्चित नहीं की गयी है, क्योंकि यह अन्य सर्वेक्षणों पर हो रहे कार्य के महत्व और निधियों की उपलब्धता पर निर्भर करेगा।

Progress Regarding Implementation of Three Language formula in States

797. SHRI SONTOSH MOHAN DEV: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the progress of implementation of the three Language formula in various States;

(b) the names of the States and the Union territories that had adopted the three language formula; and

(c) the reasons advanced by the States for not implementing the formula?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (a) A statement showing the implementation of Three-Language-Formula by the various States/Union Territories is laid on the Table of the House.

[Placed in Library. See No. LT-5911 83]

(c) Most of the States/Union Territories have in principle, accepted the Three-Language-Formula. Tamil Nadu has adopted two language formula in accordance with resolution passed by the State Legislature in 1968 and Pondicherry and Karaikal areas follow the same formula as in Tamil Nadu. However, some States are implementing the three-language-formula with some modifications according to educational needs and local conditions obtaining there.

Pending of Capitation Fee

798. SHRI R. N. RAKESH:

SHRI UTTAMBHAJI H. PATEL:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government attention has been drawn to the news item published in the Times of India dated 31 January, 1983 under the caption 'Andhra bans capitation fee';

(b) if so, the steps taken by Government to enforce ban on capitation fee throughout the country; and

(c) progress made to bring forward a Bill on the subject in the Parliament?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) and (c) The Central Government had made a request to all State Governments to end the practice of charging capitation fee for admission to professional colleges. All the State Governments have welcomed the suggestion. However, besides Andhra Pradesh the State Governments of Karnataka and Bihar, where such institutions reported exist have not yet been able to stop this practice due to certain legal and other difficulties. Steps are being taken to introduce a Bill on the subject in Parliament as soon as possible.

Financial help to Shipping Companies

799. SHRI JAGDISH TYTLER: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that the Shipping industry is passing through period of recession and therefore its dependence on the Government for financial help is essential for its survival;

(b) whether it is a fact that certain non-shipping companies are showing eagerness to enter this field at this juncture when the Shipping industry is in crisis; and

(c) if so, Government's decision regarding the help to be extended to established shipping companies and also regarding encouraging new companies in this industry?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):
(a) Yes, Sir.

(b) some non-shipping companies had applied to Government for permission to acquire ship. However, the latest indications are that in view of the current recession in shipping industry the non-shipping companies are also become hesitant in acquiring new ships.

(c) It has been decided to extend financial assistance to the shipping companies. The details of this assistance are being worked out. Applications of new companies for acquisition of ships are considered on the merits of each case.

Progress of Family Planning Programme

800. SHRI G. NARASIMHA REDDY: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the areas where the progress of family planning programme is not so remarkable; and

(b) steps being taken in those areas to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) As per the figures received so far, the achievements under the Family Welfare Programme during the period April—January, 1983 marks an increase over the performance under sterilisation programme during the corresponding period of 1981-82 in all States and Union Territories except Manipur and Rajasthan and in respect of I.U.D. insertions in all States and Union Territories except Meghalaya, Rajasthan and Chandigarh.

(b) In respect of States lagging behind in performance, area specific approach is being followed. Close monitoring and follow up is being done with a view to achieve the targets laid down under the Family Welfare Programme.

Offer made to Delhi University Teachers

801. SHRI BABURAO PARANJAPE: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the details of the offer made by Government to solve the problems of housing, medical benefits and promotions for teachers of Delhi University, and

(b) estimated expenditure per year on the same?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). Proposal for augmenting the housing facilities for the employees of the university, improvements in the medical facilities available to them, and promotion schemes for teachers were already under consideration of the University Grants Commission during the past few months. In consultation with the Government, the University Grants Commission had accepted a

proposal of the Delhi University under which a part of the Provident Fund accumulations could be utilised by the University for construction of staff quarters for its employees. The Commission has also agreed to the University utilising approximately Rs. 1 crore refunded/refundable by the University to raise the initial resources for drawing loan from the Provident Fund accumulations. Under this proposal, it is expected that a sum of Rs. 3 crores would become available for construction of staff quarters for University employees.

As for College employees, the Commission has agreed to sanction an initial outlay of Rs. 1 crore if the management concerned agreed to contribute an equivalent amount. With this initial outlay of Rs. 2 crores, the Colleges could draw a loan of about Rs. 4 crores from the Provident Fund Investments, thus making available total investable resource of Rs. 6 crores for construction of staff quarters for College employees. In both these cases, the loan raised from Provident Fund Investments as well as interest payable on it will have to be provided by the University Grants Commission.

In addition, current year's grant from University Grants Commission to Delhi University for creation of a revolving fund for house building advance for its employees has been increased from Rs. 10 lakhs to Rs. 50 lakhs.

As far as medical facilities are concerned, two Health Centres are already functioning under the auspices of the University. The Commission has agreed to the setting up two more Health Centres with necessary complement of staff, provision for medicines and other expenditure.

Promotion Schemes for the University and College teachers were finalised by the Commission in November, 1982 and December, 1982, respectively. The teachers of Delhi University and its colleges have been insisting that

the Commission's scheme was not acceptable to them. After detailed negotiations with the teachers, the University of Delhi had recommended certain modalities for implementing the Commission's Schemes. An extract of University of Delhi's letter to University Grants Commission dated 28.1.1982 in this regard is laid on the Table of the House. [Placed in Library. See No. LT-5912/83]. University Grants Commission accepted there recommendations subject to the understanding that teaching is resumed.

The precise annual expenditure involved in the implementation of the above arrangements have not so far been worked out.

Ban on entry of Sikhs into Saudi Arabia

802. SHRI J. S. PATIL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that entry of Sikhs is banned in Saudi Arabia;

(b) whether there is ban on any section of Indians in any other country; and

(c) action taken by Government in this regard and Saudi Arabia's response?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) There is no restriction on the entry of Sikhs into Saudi Arabia

(b) No, Sir.

(c) Does not arise.

बर्मा में अपनी संपत्ति छोड़ कर आने वाले भारतीयों को मुआवजा

803. श्री मोतीभाई आर० चौधरी : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि:

(क) बर्मा में अपनी संपत्ति छोड़कर आने वाले भारतीयों से मुआवजे का

भुगतान करने के लिए बर्मा सरकार के साथ सरकार की हुई बातचीत के क्या परिणाम निकले हैं ;

(ख) इन भारतीयों को अपनी संपत्ति के लिए दावों का भुगतान कब तक मिलेगा ;

(ग) क्या ब्रिटेन की सरकार ने ब्रिटिश नागरिकों द्वारा बर्मा में छोड़ी गई संपत्ति की अपने कब्जे में ले लिया था और उन ब्रिटिश नागरिकों के दावों का भुगतान कर दिया था जो बर्मा में अपनी संपत्ति को छोड़ कर आ गये थे ;

(घ) यदि हां, तो भारत सरकार द्वारा इसी प्रकार की कार्यवाही न करने के क्या कारण हैं ; और

(ङ) इस समस्या का हल करने के लिए क्या कार्यवाही करने का विचार है ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० रहोम) : (क) अनिवासी भारतीय दावेदारों को क्षतिपूर्ति की अदायगी करने के मामले को भारत सरकार औपचारिक रूप से और अनौपचारिक रूप से भी बर्मा की सरकार के साथ उठाती रही है इस सिलसिले में बर्मा की सरकार से पिछली-बार जुलाई, 1982 में उत्तर प्राप्त हुआ था जिसमें उन्होंने कहा था कि उन्होंने सम्बद्ध प्राधिकारियों से इस मामले में शीघ्रतापूर्वक कार्रवाई करने के लिए कहा है। इस संबंध में बर्मा के प्राधिकारियों को समय-समय पर स्मरण दिलाया गया है।

(ख) इस मामले में बर्मा सरकार को हम बराबर याद दिलाते रहते हैं, लेकिन यह नहीं कहा सकता कि वे इसके बारे में निर्णय कब तक लेंगे।

(ग) से (ङ) सरकार की जानकारी में यह बात आई है कि यूनाइटेड किंगडम की सरकार और बर्मा प्राधिकारियों के बीच यह समझौता हो गया है कि बर्मा में ब्रिटिश नागरिकों के

नाम में जो अनिवासी अवृद्ध बैंक खाते हैं वे रंगून स्थित ब्रिटिश राजदुतावास को शस्तान्तरित कर दिए जायें। ऐसा समझा जाता है कि उन बैंक खातेदारों को उनके नाम जमा रकम के बराबर स्टर्लिंग यू० के० सरकार द्वारा उन्हें दिए जाएंगे। बर्मा के प्राधिकारी से अपनी बातचीत में हमने इस पहलू को ध्यान में रखा है।

Dental College in Delhi

804. SHRI XAVIER ARAKAL: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) has it come to the notice of the Government that there is no Dental College in the Union Territory of Delhi; and

(b) if so, whether Government propose to start one considering the urgent need of the public?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (b). Sanction has been accorded to the setting up of a Dental Wing at the Maulana Azad Medical College, New Delhi, with an intake capacity of 20 students annually. Steps to establish this Dental Wing are under way.

Over Bridges in Orissa

805. SHRI A. C. DAS: Will the Minister of RAILWAYS be pleased to state:

(a) the total number of over bridges proposed to be established by his Ministry in 1983-84 in Orissa;

(b) whether Government have a proposal to establish an over bridge at Jajpur-Keonjher Road rail station in the above financial year;

(c) if so, the amount estimated and the progress made in this regard; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI C. K. JAFFER SHARIEF): (a) In the state of Orissa five Road over Bridges at Bolangir, Bargarh, Balasore, Negundi and Cuttack are under progress.

(b) No.

(c) and (d). Do not arise.

Bringing back remains of Bahadur Shah Zaffar

806. SHRI JHARKHANDE RAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of requests received during the last one year to bring to India the relics of Bahadur Shah Zaffar, a valiant freedom fighter of India's first war of Independence, after discussion with Government of Burma and should again be buried in the Indian soil at Red-Fort; and

(b) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) No such request has been received during the last one year.

(b) The question does not arise.

Loss Suffered on Delhi Ring Railway

807. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of trains running in Delhi Ring Railway every day; and

(b) total amount of loss suffered upto 31st December, 1982 since its introduction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) 12 passenger trains—6 in Clockwise and 6 in Anti-Clockwise direction are running on Delhi Ring Railway.

(b) No separate statistics of loss by these trains are maintained.

Wagons used for Transportation of Coal

808. SHRI MOHAN LAL PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons engaged for the transportation of coal per day;

(b) whether it is a fact that the present wagons are insufficient for the transportation of coal and due to that a large quantity of coal has been accumulated at the site;

(c) whether it is also a fact that coal Department has demanded additional wagons for the transportation of coal; and

(d) if so, what steps are being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Wagons for transportation of coal are supplied from the General Pool of wagons available on the Indian Railways as per the demand of the Coal Companies at the various collieries and loading points. At present 12000—13000 wagons are being supplied per day for loading of coal.

(b) The Railways are lifting all the coal offered at the rail-heads for loading. Accumulation of coal stocks, if any, is not on account of the Railways' failure to lift coal offered at rail-heads.

(c) and (d) The priorities and wagon requirements for loading of coal to various sectors are periodically reviewed and fixed by the Cabinet Committee on Industrial Infrastructure and wagon supplies are arranged accordingly. Close co-ordination is also maintained with the Department of Coal and with the Coal Companies at the field as well as higher levels.

Demand and supply of Railway Wagons and passenger carriages

809. SHRI ASHFAQ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the demand and supply of railway wagons and passenger carriages by the Zonal Railways for the last three years; year-wise and Zone-wise;

(b) demand of passenger carriage and goods wagons by Zonal Railways for 1982-83 and likely demand for 1983-84 by Zonal Railways and their supply position from different carriage and wagon factories;

(c) demand of Diesel Engines by Zonal Railways for 1982-83 and 1983-84 and their supply position;

(d) what steps Government propose to take to meet the demands of vari-

ous Zonal Railways; and

(e) whether North Eastern Railway is being discriminated in supply of passenger wagons and diesel engines?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The requirement of rolling stock—Wagons, Coaches and Locomotives—for Railways is worked out on all Railway basis only, and provided for in the annual Rolling Stock Programme, which form part of the Railway Budget. Taking into account the lead time required for manufacture, procurement of rolling stock, provision made in a particular year materialise about two to three years thence. The provision for coaches and wagons made in the last three years and the production during these years are given below:—

Provision made in Rolling Stock Programme	Coaches (including EMUs)	Wagons (in 4-wheelers)
1979-80	1336	24930.5
1980-81	823	9000
1981-82	1497	32085
Production.		
1979-80	974	10827
1980-81	922	12064
1981-82	1041	17362

(b) The provision made for coaches and wagons in 1982-83 Rolling Stock Programme and the targetted Production from Railway Units and Industry, are given below—

Provision made (1982-83)	836	15512.5
Targetted Production (1982-83).	1195	15450
(1983-84).	1263	12500

The Rolling Stock Programme for 1983-84 is yet to be finalised.

(c) Annual demands as such are currently not obtained from Zonal Railways and the supply of diesel locomotives to the Railways is done

taking into account the various priority needs for operation.

The targetted production of diesel locos for Zonal Railways for 1982-83 and 1983-84 is as under:—

1982-83	140
1983-84	100

(d) The production capacity for wagons and locomotives to meet the Railways' requirements exist. The availability of funds is, however, a constraint. In the case of coaches, apart from inadequacy of funds, the production capacity is not adequate, which is sought to be met by setting up another coach manufacturing Unit.

(e) No. Rolling Stock are allotted to the Zonal Railways, for ownership purposes, on the basis of capacity to maintain and the services required to be operated.

Setting up a Coach Manufacturing Factory in U.P.

810. SHRI ASHFAQ HUSSAIN: Will the Minister of RAILWAYS be pleased to state:

(a) the progress of the preparation of project report for setting up a coach manufacturing factory in the Railway sector after the Planning Commission has conveyed its appeal;

(b) the progress of location survey in this regard and also the estimate of the project;

(c) whether U.P. Government has given its preference for location of this factory at Gorakhpur the place most suited because among other things both Broad Gauge and Metre Gauge are available there; and

(d) what will be the employment potential of this factory?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) The proposal for setting up a new Railway Coach Production Unit has been approved in principle by the Planning Commission in February, 1982. The Consultants to Railway Board have been advised about preparation of a detailed Project Report which will include Location Survey, Estimates etc. for the proposed new Coach Factory. The question of decision of coaches to be manufactured in the proposed new Coach Factory is presently under examination. After a decision is taken in this re-

gard preparation of the Project Report, Location Survey, Estimates etc. will be taken in hand. On completion of the Project Report, a decision will be taken regarding location of the Coach Factory.

(c) A reference was received from the Minister for Irrigation & Industry, Government of Uttar Pradesh containing a suggestion for locating the Coach Factory at Gorakhpur a reply to which has been sent indicating that the suggestion will be given due consideration while finalising the location of the proposed Coach Factory.

(d) The employment potential of the proposed Coach Factory for production of 400 coaches per annum to start with, is likely to be about 5000.

Treatment of outdoor patients in Railway Hospital, Dhanbad

811. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) number of outdoor patients who received treatment in Railway Hospital Dhanbad, Loco Health Unit and other health units of Dhanbad Division E. Railway in 1981 and 1982;

(b) allocation of funds towards medical facilities for Railwaymen and their families of Dhanbad Division for 1980-81 and 1981-82 and basis of such allocation; and

(c) the original grant for 1980-81 and 1981-82 and final modification grant for 1980-81 and 1981-82 against medicines and diet per capita?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Total number of patients who received treatment during the years 1980-81 and 1981-82 are as under.

Year	Railway Hospital	Loco Health Unit.	Other Health Units
1980-81	45260	16425	173182
1981-82	50370	16790	181113

(b) Allocation of funds towards medical facilities for Railwaymen and their families of Dhanbad Division during 1980-81 and 1981-82 was Rs. 24,60,000/- and Rs. 33,95,000/- respectively.

The allocation is based on the pattern of expenditure during previous years. The expenditure pattern depends upon the number of patients treated in the Health Units and Hospitals.

(c) The information is as under:—

(Figures in Rupees)

	1980-81		1981-82	
	Original; grant	Final modification grant	Original; grant	Final; modification grant
Medicine Diet	886,000 243,000	1068,000 300,000	937,000 300,000	1080,000 311,000
Per capita Medicine	32.20	38.80	34.10	39.20
Per capita Diet Charges	4.30	5.30	5.30	5.50

The diet charges vary from time to time depending on market rates. Diet is not free in all cases.

Clearance for Purchase of three Cargo Vessels from Japan

812. SHRI PIUS TIRKEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is fact that the Government of Tamil Nadu has sought clearance for the purchase of three cargo vessels from Japan;

(b) if so, whether clearance has been given to the Tamil Nadu Government;

(c) If not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) The Poompuhar Shipping Corporation Ltd. which is an undertaking of the State Government of Tamil Nadu had applied for the acquisition of three cargo vessels from Japan.

(b) No.

(c) The State Government had planned to engage these ships in carrying coal for the Tamil Nadu Electricity Board from Haldia to Tuticorin. As the public sector shipping companies and private ships already engaged in the coastal trade were in a position to meet the requirements of the Tamil Nadu Electricity Board adequately, it was felt that the deployment of these new ships on the coastal trade would result in the under-utilisation of the existing ships.

Conference of Education Secretaries of States/Union Territories

813. SHRI K. PRADHANI: Will the Minister of EDUCATION AND CULTURE be pleased to state:—

(a) whether it is a fact that recently there has been a conference of the Education Secretaries of the States and of Union Territories in the Capital;

(b) if so, what are the details regarding the decision taken;

(c) whether any preference will be given to the education of children particularly in rural areas (particularly Adivasis in Orissa); and

(d) the details regarding the programme and the amount sanctioned for the State of Orissa for education during the Sixth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes Sir, on 5th and 6th January, 1983.

(b) Copies of the report containing recommendations made in the Conference of Education Secretaries of States and Union Territories held on 5th and 6th January, 1983, are available in the Parliament Library.

(c) Guidelines to the State Governments including Orissa have been issued for according priority to the expansion of educational facilities in rural areas and laying emphasis on enrolment of children of weaker sections. The provision of schooling facilities within walking distance of the rural habitations for the children and other suitable incentives, i.e. text books, uniforms etc. are accorded for the benefit of the rural children.

(d) An approved outlay of Rs. 54.60 crores was provided for educational programmes of Orissa for the Sixth Five Year Plan that includes Rs. 26 crores for Elementary Education and Rs. 2 crores for Adult Education. The details of the programmes are shown in the annexure laid on the Table of the House. (Placed in Library. See No. LT-5913/83)¶

Loss by Floods to Non-Government Institutions in Orissa

814. SHRI K. PRADHANI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Central Government are aware that a large number of non-Government institutions in the flood affected districts of Orissa have been severely affected;

(b) whether it has brought to the notice of Central Government by the State of Orissa that in most of the fully damaged institutions, furnitures, equipment and library books have been washed away by the flood waters and students have lost their text books and need immediate assistance for purchase of text books, particularly of Primary and M.E. Schools; and

(c) if so, what sort of assistance has been provided by the Central Government to the State of Orissa?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c) The information is being collected and will be laid on the Table of the Sabha as soon as possible.

River Training Scheme on Hooghly River

815. SHRI NARAYAN CHOUBEY: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government are aware that there is shortage of water in Hooghly river for which big ships cannot be taken to Calcutta and Haldia Ports;

(b) whether to overcome this problem Government have proposed river training works in Hooghly at present;

(c) if so, what are the main points and aspects of this river training scheme;

(d) what is the estimate for this total scheme and when will the actual implementation work start;

(e) what are the expected benefits of this scheme; and

(f) whether there is a proper body to look after the execution of this job so that expected results are achieved and money is properly spent?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND

TRANSPORT (SHRI Z. R. ANSARI):

(a) and (b) Yes, the Government are aware of the draught limitation in the River Hooghly due to which bigger vessels cannot enter the Ports of Calcutta and Haldia. A comprehensive scheme for improvement of draught in the navigational channel leading to the Ports of Calcutta and Haldia has been sanctioned by Government recently.

(c) The main features of the River Training Works under the Comprehensive Scheme are as follows:—

(i) Guide Wall at the Northern end of the Nayachara Island;

(ii) Guide Wall at the Southern end of the Nayachara Island;

(iii) Bank protection works at Gangra between Sondia Column and outfall of river Haldi;

(iv) Dredging at Balari Bar;

(v) Shore disposal terminal at Nayachara; and

(vi) A Tug, Navigational aids and instrumentation.

(d) The total estimated cost of the Comprehensive Scheme is Rs. 40.50 crores plus capitalised interest of Rs. 5.77 crores. The work has been commenced during the current year itself.

(e) The present proposal is intended to secure the following benefits:

(a) Stabilise the river channel and arrest the present deterioration;

(b) Improve the navigable depth by at least 1 m.

(c) Make the channel more responsive to further dredging so that the ultimate objective of obtaining a draught of 12.2 m can be achieved in future schemes.

(f) Yes, the execution of the work will be carried out by Calcutta Port Trust. A Technical Advisory Committee has been set up to monitor and advise on planning and execution of the Scheme.

Bridge Code for Construction of Bridges

816. SHRIMATI JAYANTI PATNAIK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Indian Road Congress has suggested to the Government in its last conference to prepare a bridge code for construction of bridges; and

(b) if so, whether his Ministry propose to prepare such a bridge code in near future? ?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) and (b) At the last session of the Indian Roads Congress which has senior Highway Engineers from the Central and State Governments as its members, held at Bhubaneswar, there was no suggestion for preparation of Bridge Code for Construction of Bridges as such codes already exist. The Indian Roads Congress have been issuing from time to time Standards, Specifications and Design Codes on various aspects of Roads, Bridges and Traffic Engineering. So far they have brought out 10 such publications relating to various aspects of Road Bridges. These Codes are being followed as guidelines by both the Central and State Governments. The Ministry have also additionally issued instructions regarding Standards and Specifications for Road and Bridge works.

Opening of CGHS Dispensary at Varanasi

817. SHRI ZAINUL BASHER: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether keeping in view the number of Central Government employees at Varanasi there is any move to open Central Government Health Scheme dispensaries there;

(b) if so, the time by which these are expected to be started; and

(c) which other towns of U.P. are being considered for this purpose?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KM. KUMUD BEN. M. JOSHI): (a) to (c). The present policy of the Government is to consolidate the Scheme in the cities where it is in operation and not to extend it to any new city. There is no proposal for extension of CGHS to Varanasi or any other city in U.P.

Second Report of Railway Reforms Committee

818. SHRI NAVIN RAVANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the second report of the Railway Reforms Committee has said that the Railways have fallen

into the unrealistic policy of carrying on a large number of new lines and conversion programme unmindful of the long gestation periods and the fact that no benefits have been derived by thinly spreading resources;

(b) if so, the details of new lines under construction in the country and since how long the work is going on; and

(c) whether it is a fact that the work is being delayed by years together, if so, what are the reasons and what steps are being taken to complete the existing construction of the new lines quickly?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHAREEF): (a) to (c) A statement is attached.

Statement

(a) Yes.

(b) The details of the new lines under construction with year of works programme are as

Name of the Railway Line	Year of Works Programme
1	2
1. Jammu-Tawi-Udhampur	1981-82
2. Bhatinda-Bye Pass	1982-83
3. Bhuj-Naliya	1982-83
4. Apta-Roha Ph .I	1978-79
. Wani-Pimpalkoti-Ghanaka	1973-74
6. Kairala Road-Jayant Ph. I	1977-78
7. Bhadrachalam Road-Manoguru	1977-78
8. Manikgarh-Chandur	1979-80
9. Motumari-Jaggyapeta	1980-81
10. Kota-Chittorgrah-Neemuch Ph. I	1980-81
11. Talgaria-Tupkadih	1979-80
12. Koraput-Rayagada Ph. I	1981-82
13. Gauhati-Burnihat	1978-79

1	2
14. Dharmanagar-Kumar ghat	1978-79
15. Balipara-Bhalukpong	1978-79
16. Silchar-Jiribam	1978-79
17. Lalaghat-Bhairabi	1978-79
18. Amguri-Tuli	1978-79
19. Shahdara-Saharanpur	1973-74 Since
20. Rohtak-Bhiwani	1974-75 completed
21. Tirumelveli-Trivandrum-Central including Nagercoil-Kanyakumari .	1972-73 and opened to traffic.
22. Vasai Road-Diva	1972-73
23. Ernakulam-Alleppey	1979-80
24. Bibinagar-Nodikude	1974-75
25. Howrah-Amta Ph. I	1974-75
26. Jhakapura-Banspani Ph. I	1974-75
27. Howrah-Sheakala	1972-73
28. Nangal-Dam-Talwara and taking over Mukerian-Talwara siding .	1972-73
29. Sakri Hasanpur	1974-75
30. Rampur-New Haldwani	1974-75
31. Chitradurg-Rayadurg	1981-82
32. Karur-Dindigul-Maniyachi-Tuticorin/Tirunelveli	1981-82
33. Telapur-Patancheru	1981-82
34. Kapadvanj-Modasa	1978-79
35. Kalka-Parwanoo	1982-83
36. Alleppey-Kayamkulam	1282-83
37. Budge-Budge Namkhana including Lakshmikantpur-Kulpi	1981-82
38. Bagaha-Ghittauni	1974-75
39. Bringing old Madhavnagar on the main line.	1980-81
40. Miraj Sangli restoration	1980-81

(e) There is a severe constraint of resources. The works are being progressed to the extent of availability of funds in different years.

Development of Container traffic in Haldia

(b) if so, details thereof?

819. SHRI NIREN GHOSH: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether there is any proposal for the development of container traffic in Haldia; and

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):
(a) and (b). With a view to developing container traffic through Haldia, the following steps have already been taken by Calcutta Port Trust:—

(i) Container handling rates at Haldia have been substantially reduced;

(ii) Movement of containers by barges between Calcutta and Haldia at competitive rates has been introduced. Under this system, containers loaded with cargo are moved by barges from Calcutta to Haldia for onward shipment and vice versa;

(iii) A Container Freight Station (CFS) for all Jute goods is proposed to be developed on the bank of river Hooghly. Containers loaded with such Jute goods would move by barges from the said CFS to Haldia; and

(iv) An Internal Container Depot (ICD) is proposed to be set up at Gauhati for movement of tea from Assam Region in containers to Calcutta/Haldia.

Recommendations of Committee on System of reservation

821. SHRI D. S. A. SIVAPRAKASHAM: Will the Minister of RAILWAYS be pleased to refer to Unstarred Question No. 1831 replied on 14th October, 1982 regarding enquiry committee on system of Railway reservation and state the recommendations made by the Committee on the system of reservation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): A statement giving a summary of recommendations made by the Committee on Reservation and Bookings in their Report titled "Approach to Final Report" is laid on the Table of the House [Placed in Library. See No. LT-5914/83].

Vansadhara Bridge in Orissa

822. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) in which year the approval was accorded by the his Ministry to Pro-

vide the loan assistance under the 'Inter-State or Economic Importance' loan scheme for a bridge on river Vansadhara near Gunupur Town of Orissa;

(b) what was the cost of the bridge when it was approved and the present cost therefor; and

(c) whether the sanction will be accorded by his Ministry for release of loan assistance to the State Government to start the execution before and of the current plan?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) to (c). Approval for loan was accorded in 1977, when according to the State Government themselves the cost was estimated to be Rs. 108 lakhs and it was agreed to provide Central loan assistance to that extent. Thereafter, the State Govt. carried out detailed survey and investigations as also collected hydraulic data for the selection of a suitable site of preparation of a detailed estimate which was submitted by them only in April, 1982. According to the detailed estimate, as modified, the cost is now estimated at Rs. 257 lakhs. The revised estimate has been examined and some further information has been called for from the State Government. Govt. sees no difficulty in the release of loan assistance as and when asked for by the State Govt. after sanction of the Revised Estimate.

Bridges under 'inter-state of economic Importance in Orissa

823. SHRI GIRIDHAR GOMANGO: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the names of the bridges suggested by the Government of Orissa to his Ministry for approval under the 'Inter-state or Economic importance' loan scheme during Fifth Plan and Sixth Plan Period separately;

(b) the names of the bridges approved by his Ministry for loan assistance for Fifth Plan and Sixth Plan Period

and sanctioned funds to the Government of Orissa separately;

(c) whether it is a fact that some bridges approved during Fifth Plan are yet to be cleared by his Ministry for execution in Orissa; and

(d) if so, the reasons for delay in sanctioning the bridges all these financial years?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) and (b). A statement giving the

required information is attached.

(c) and (d). Out of two bridge works approved in 5th Plan period, one work relating to the construction of Vansadhara bridge on Parlakhemudi-Gunupur road originally sanctioned in 1977 is yet to be cleared. The State Govt. submitted a detailed estimate only in April 1982. According to the estimate as modified the work is now estimated to cost Rs. 257.00 lakhs. Some further information required from the State Government has been called for.

Statement

S. No.	Works proposed by the Govt. of Orissa for loan assistance	Works approved by the Central Govt. during 5th/6th plans.
<i>5th Plan</i>		<i>5th Plan</i>
1	Bridge over river Brahmani in Dhenkanal Distt) on Dhenkanal-Kamakhyanagar Road near Kamagrh	1. Construction of Vansadhara bridge on par lakhemudi-Gunupur-Bissam-Cuttak road
2	Baitarani Bridge (in keonjhar Distt.) on Anandapur-Bhadrak Road.	(SH4)
3	Brahmani Bridge (in Sundargarh Distt.) on Rourkela-Bonai Road.	Loan assistance agreed to Rs. 108.00 lakhs)
4	Bansadhara Bridge (in Koraput Distt.) on Gunupur-Rayagada Road.	2. Construction of Baitarni on Anandpur-Bhadrak road.
5	Bridge over Ramial (in Dhenkanal Distt.) on Bhenkanal-Kamakhyanagar Road near Kamagrh.	
6	Bridge over river Aung on Basana (Rayapur in M.P.) padampur in Orissa) Road.	Loan assistance agreed to Rs. 90.00 lakhs)
7	Bridges older Pairer on Basana (Rayapur in M. P.) Padampur (in Orissa Road).	
8	Bridge over Sundara on khariar-Umarkote on Sinhaphalli Gopalpad-Deobhog-Karmal in M.P. and Mohana and Jharia in Orissa.	
9	Bridge over river Udanti on Khariar-Umarkote via Sinhaphalli-Gopalpad-Deobhog-Karmal in M.P. and Mohana and Jharia in Orissa.	
<i>Sixth plan</i>		<i>6th plan</i>
1	Improvement to road from Balasore to Jaleswar (a portion of Balasore-Jaleswar-Kharapur Road) upto West Bengal border including construction of bridges and cross drainage work.	1. Improvement to Dhenkanal Kamakhyanagar including bridges over "Brahmani" (between kamagara & Bengutia) and "Ramial". (Estimated cost is Rs. 300.00 in which Central share is Rs. 150.00 50% of the total cost of Rs. 300.00 lakhs, the balance being met by the State Govt. from their own resources.
2	Improvement to Dhenkanal-Kamakhyanagar Road including construction of a bridge over river Brahmani at Ramial.	
3	Construction of bridge over Mahanadi on Boudh-Kiakata Road.	
4	Construction of bridge over river Aung near Jagadapur on Padmapur-Jagadapur Road.	

Implementation of Railway classification tribunal award

824. PROF. MADHU DANDAVATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government had given an assurance about the implementation of the Railway Classification Tribunal Award; and

(b) if so, what are the reasons for the failure of the Government to implement the Award?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b). The question of any assurance about the implementation of the Railway Workers Classification Tribunal Award does not arise since the Tribunal was wound up without giving any award. However, Govt. have already implemented the interim recommendations made by the Railway Workers Classification Tribunal in the year 1978. Orders have also been issued in Nov. '82 on the basis of recommendations made by a Joint Committee consisting of official members and representatives from organised labour which was appointed to go into the residuary work of the Railway Workers Classification Tribunal in the matter of re-classification of artisan staff.

Observation of Railway Reforms Committee regarding non-completion of new projects

825. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Reform Committee has observed that there is no reasonable chance of completing the on-going new projects for construction of new railway lines in the Sixth Five Year Plan; and

(b) whether it is a fact that the Railway Reforms Committee has recommended certain policy for construction of new lines; if so, what are

the details thereof and the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHDARIEF: (a) Yes.

(b) Yes. The recommendations are:—

1. Project-oriented lines should be accorded the highest priority. To maintain full coordination the investment methodology for such lines should be changed, and the cost should be treated as an integral part of the specific projects, even though the same will be borne by the Railways. While sanctioning a project the outlay for the new lines should also be sanctioned at the same time.

2. The second priority should be given to missing links or alternate routes to relieve congestion on existing busy high-density routes. Before taking a decision, the financial returns of all the alternatives should be studied and normally the cheaper alternative preferred.

3. Strategic lines should have their own specific priority depending on their justification.

4. The Railways must control unbridled proliferation of uneconomic branch lines.

5. All new lines when sanctioned should be allotted adequate resources to ensure their completion within a reasonable time, which in most areas should not exceed 3 to 4 years.

The recommendations are under examination.

Bill to amend Railway Protection Force Act

826. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to introduce a Bill in the Parliament to

amend the Railway Protection Force Act in order to give the force more teeth; and

(b) what are the details thereof and how it will benefit passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b). Proposals to amend the RPF Act to give more powers to RPF are under active consideration.

Pilferage and thefts in transit on Railways

827 SHRI B. V. DESAI: Will the Minister of RAILWAYS be pleased to state:

(a) whether he had expressed his concern that Railways have not been able to check effectively loss of goods carried by them and that these losses were a huge drain on the national exchequer;

(b) if so, whether he had called a one day meeting of the Chief Security Officers of Railway Protection Force on 26 November, 1982;

(c) whether he had asked the Railway Board to set up a Committee to investigate the actual extent of losses through pilferage and thefts in transit on the railways;

(d) whether Ministry's proposal for setting up a task force at 50 vulnerable points on railways has not been implemented so far;

(e) if so, reasons therefor; and

(f) what steps Railway Ministry is considering to check the rising thefts in railway during 1983?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) Yes.

(c) A committee has been set up to study the problem of theft and pilferage and suggest means for effective improvement.

(d) No. Security Task Forces are working at the 50 vulnerable Stations.

(e) Does not arise.

(f) An intensive drive against the activities of criminals and receivers of stolen property has been launched on the railways particularly in the Eastern section where the incidence of crime is high. Besides this, notorious criminals and receivers operating on the railways are being detained under National Security Act. Security Task Forces are collecting intelligence about the criminals and making all out efforts to prevent thefts and pilferages at vulnerable points by conducting raids on receivers and criminals.

Setting up of Task Force for Non-Aligned Summit

828. SHRI B. V. DESAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that a task force was set up for Seventh Non-aligned Summit which is to be held in March, 1983 in New Delhi; and

(b) if so, whether the Summit will be preceded by a meeting at the senior official level on 1 and 2 March and of Foreign Ministers on 3 and 4 March, 1983?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) Yes, Sir.

Fare introduced by DTC during Asiad'82

829. SHRI LAKSHMAN MALLICK: Will the Minister of SHIPPING AND TRANSPORT be pleased to state;

(a) the reasons for introduction of two rupees ticket by Delhi Transport Corporation during the Asiad'82;

(b) the profit earned or loss suffered by Delhi Transport Corporation by introducing two rupees ticket during that period;

(c) whether Government have a proposal to reintroduce two rupees tickets again for the passengers; and

(d) if so, when such proposal is going to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z.R. ANSARI):

(a) Rs. 2/- tickets which were named "travel as you please" were introduced for the period of the IX Asian Games in order to facilitate travel of the visitors and spectators to different Stadia. It also helped the D.T.C. to minimise the problem of issuing various denominations of tickets during the rush days when passenger load was at its highest.

(b) For the purposes of calculating profit and loss, income from total sale of all kinds of tickets/passes is taken into account. Rs. 2/- tickets formed only a part of total number of denominations of tickets sold during the Asian Games. However, during the period of Games, a total of 36,74,445 "Travel As You Please" tickets were sold accounting for an income of Rs. 73,48,890.

(c) No, Sir.

(d) Does not arise.

Production capacity of Electric Locomotives

830. SHRI ARJUN SETHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the existing production capacity of electric locos at the Chittaranjan Locomotive Works is inadequate to meet the requirements of both the additional traffic and the traffic to be hauled when steam locos are phased out; and

(b) if so, whether the Railway Reforms Committee have suggested some

measures to be taken in this regard to make a realistic assessment of how this can be achieved?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF):

(a) The production capacity at Chittaranjan Locomotive Works is adequate to meet the requirements of electric locomotives upto the end of Sixth Plan i.e. 1984-85. The requirements of electric locomotives may go up in Seventh Plan. Assessment of the requirements of electric locomotives in Seventh Plan have been commenced and are expected to be finalised shortly. Additional electric locomotives are not generally required on account of general phasing out of steam locomotives.

(b) Railway Reforms Committee, in their report have estimated that the production capacity of electric locomotives will have to be increased to 190 per year by 1991-92 in a phased manner based on additional electrification of about 5000 RKM track during Seventh Plan and beyond upto 2000 A.D.

As brought out in reply to part (a) above action as necessary to augment capacity to the required extent at Chittaranjan Locomotive Works will be taken.

CGHS benefits to Pensioners without any payment

831. SHRI HARIKESH BAHADUR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government's attention has been drawn to the Delhi pensioners problems vis-a-vis Central Government Health Scheme as brought out in 'Evening News' on 17 January, 1983;

(b) whether it is not possible for Government to look after its pensioners by arranging deduction of charges through their pensions at the source as in case of salaried staff; and

(c) whether it is proposed to provide Central Government Health Scheme benefits to pensioners without any payment in view of their life long services to the country and in view of rising costs and as a social measure?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI): (a) to (c). A letter addressed to the editor entitled "CGHS and Pensioners" published in the Evening News dated 17th January, 1983 has come to the notice of Government. Central Government Health Scheme is primarily meant for Central Government servants. Facilities under the Scheme were extended to Central Government pensioners residing in areas covered by CGHS dispensaries. Pensioners can pay their contribution by either bank drafts drawn on nationalised banks or Indian Postal Orders. There is no proposal to deduct the amount of contribution from the source of payment of pension or to exempt the pensioners from making contribution because CGHS is a contributory health scheme.

अनिवार्य आश्रम स्कूल

832. श्री लक्ष्मण कर्मा : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का आदिवासी और हरिजन बच्चों को शिक्षा देने के लिये प्राथमिक से हाई स्कूल तक अनिवार्य आश्रम स्कूल खोलने का विचार है ताकि बीच में पढ़ाई छोड़ने वाले छात्रों को भी लाभ मिल सके ;

(ख) यदि हां, तो क्या भारत सरकार ने राज्य सरकारों को आश्रम स्कूल प्रणाली आरम्भ करने के लिये निर्देश दिये हैं ; और

(ग) क्या सरकार का विचार यह प्रणाली आरम्भ करने का है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उप मंत्री (श्री पी० के० थुंगर) : (क) से (ग). अनिवार्य आधार पर आश्रम स्कूल खोलने का प्रस्ताव नहीं है । फिर भी, प्राथमिक शिक्षा को सर्व सुलभ बनाने की नीति के एक महत्वपूर्ण भाग के रूप में राज्य सरकार तथा संघ शासित प्रशासन विशेषतः बिखरी जनसंख्या वाले ग्रामीण और पिछड़े क्षेत्रों में, अनुसूचित जाति तथा अनुसूचित जनजाति के बच्चों के लिये आवासीय आश्रम स्कूल चलाते हैं ।

Conversion work in Eastern Region

833. SHRI CHINTAMANI JENA: Will the Minister of RAILWAYS be pleased to state:

(a) whether any conversion work of railway is going on in Eastern region (Orissa State);

(b) the details of those work and when the work was started; and

(c) the time earmarked for the completion and what are the reasons for the delay?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No.

(b) and (c). Do not arise.

“एशियाड 82 के दौरान मेटाडोर चलाने की अनुमति”

834. श्री राम लाल राही : क्या नौवहन और परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार ने एशियाड '82 के दौरान दिल्ली में 200 मेटाडोर चलाने के लिये 200 व्यक्तियों का पंजीकरण किया था और उन्हें परमिट जारी किये थे ;

(ख) यदि हां, तो कितने व्यक्तियों को उनके मेटाडोर चलाने की वास्तव में अनुमति दी गई ; और

(ग) ऐसे वाहनों को चलाने के लिये शेष बेरोजगार व्यक्तियों को वंचित करने के क्या कारण हैं ?

नौवहन और परिवहन मंत्रालय में राज्य मंत्री (श्री जियाउर्रहमान अंसारी) : (क) से (ग). परमिट जारी करने का काम संबंधित राज्य परिवहन अधिकरण के अधिकार क्षेत्र में आता है ।

राज्य परिवहन अधिकरण दिल्ली ने एशियाई खेलों के दौरान माइको-मिनी बसें चलाई के लिए एक योजना बनाई थी और इसके लिए आम जनता से आवेदन पत्र मांगें थे । आवेदन पत्र केवल बेरोजगार व्यक्तियों तक ही सीमित नहीं थे । विज्ञापन के प्रत्युत्तर में, सम्पूर्ण औपचारिकताओं सहित जो आवेदन पत्र आए उनकी संख्या 238 थी । इन 238 आवेदन कर्त्ताओं से कहा गया है कि वे 11-10-1982 को या इससे पूर्व अपनी गाड़ियां लावें । 226 आवेदन कर्त्ताओं ने सभी बातों का पूरी तरह से अनुपालन किया और उन्हीं को एशियाई खेलों के दौरान अपनी गाड़ियां चलाने के लिए परिचय पत्र जारी किए गए और बाद में एक स्थान से दूसरे स्थान तक कन्ट्रेक्ट कैरिज चलाने के लिए परमिट जारी किए गए ।

Procurement of Nuclear Reactory by Pakistan without International Inspection

835. SHRI BALKRISHNA WASNIK:

SHRI G. Y. KRISHNAN:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is a possibility of Pakistan getting nuclear reactor with-

out it accepting international inspection of all its nuclear facilities;

(b) whether with such a reactor Pakistan will be in a position to manufacture a nuclear device and pose a considerable threat to India's defence; and

(c) if so, what action the Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Government have seen Press reports to this effect.

(b) and (c). Government of India is keeping the matter under constant review so as to safeguard India's security interests.

Railway Tracks

836. SHRI SUNIL MAITRA: Will the Minister of RAILWAYS be pleased to state:

(a) how many kilometres of railway tracks were already in usable condition in 1947; and

(b) how many kilometres have been added in the last thirty-five years between 1947 and 1982?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) The total route kilometrage as at the end of the financial year 1947-48 was 54,694.

(b) Since Independence 8,571.238 kms. of New Lines have been added on the Indian Railways till 31-3-1982.

Mid-day Meal Scheme in Schools in State/Union Territories

837. SHRI HARIHAR SOREN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the mid-day meal programme has been launched in Schools in different States and Union territories under central scheme;

(b) if so, the names of the States or Union territories where such centrally sponsored scheme has been introduced; and

(c) guidelines sent to those states for implementing such scheme?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) and (c). Do not arise.

State-wise targets for Family Planning for 1983-84

838. SHRI HARIHAR SOREN: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the State-wise targets set for the family planning for 1983-84;

(b) the guidelines sent to various States in this regard;

(c) the family planning drive launched or proposed to be launched in the year 1983-84; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b). The state-wise targets for the Family Welfare programme for 1983-84 have not yet been finalised.

(c) and (d). The Family Welfare Programme is a continuing programme and the steps taken by the Government to achieve the objectives of the programme are given in the attached statement.

Statement

The following steps are being taken to achieve the objectives of the Family Welfare Programmess—

(a) Adoption of the "small family norm" is being continued to be promoted entirely on a voluntary basis.

(b) Intensified efforts are being made to spread awareness and information about small family concept by effective and imaginative use of multi-media and inter-personal communication strategies.

(c) Each couple is allowed to choose the method most suitable to it.

(d) Services and supplies are being provided as close to the door-steps of the acceptors as possible.

(e) The programme is designed to continue to be an integral part of health care and socio-economic development efforts.

(f) Facilities and efforts for rapid increase in female literacy are being intensified and expanded.

(g) Population education is to be extended to youth in schools and colleges as well as those out of school. It will also be introduced in all workers' education and training programme conducted by Government departments/agencies and by the organised sector.

(h) Elected Representatives of the people at all levels grass-root level, village organisations, voluntary organisations, etc are being closely assisted and provided encouragement and support.

(i) Linkages with other concerned Ministries and Departments will be strengthened.

(j) Effective observance of the law relating to minimum age for marriage for girls and boys will be pursued.

(k) Maintenance of records of all marriages at the village or community level will be pursued.

(l) In respect of States lagging behind in performance area specific approach is being followed.

(m) Under the "Village Health Guide Scheme" which has now been made a fully Centrally funded scheme, the Health Guides (who will pro-

dominantly be women) will be responsible for spreading knowledge and information to each individual household and to provide at people's door-steps supplies for non-clinical methods.

(n) Close monitoring and follow up will be ensured at all levels. Steps will be taken to tune up the administrative machinery and improve motivation and accountability of staff at the field level in consultation with the State Governments.

India's stand on Kampuchea participation in non-aligned summit

839. SHRI K. MALLANNA:

SHRI TARIQ ANWAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some criticism and arguments, were faced by Government of India, so far as the question of India's stand of favouring the participation on Kampuchea seat in the Non-aligned Summit is concerned; and

(b) if so, whether Government of India has clarified its stand in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM):

(a) and (b) It will be recalled that in the absence of consensus on the question of who should represent Kampuchea, the Sixth Conference of Heads of State/Government of Non-aligned countries held at Havana in September 1979 decided to keep the Kampuchean seat vacant in all Non-aligned meetings pending a recommendation by the Non-aligned Coordinating Bureau, which was entrusted to study this question. Since the Coordinating Bureau has so far not been able to make any recommendation on this subject, in pursuance of the Havana decision the Government of India has not extended

invitation to either the People's Republic of Kampuchea, which it recognises, or to any other claimant.

Some Non-aligned countries have urged inviting the so-called Coalition Government of Democratic Kampuchea while others have expressed the desire that the People's Republic of Kampuchea should be invited. India's position, shared by a large number of Non-aligned countries, has been explained to protagonists of both sides.

Boycot of Private Wards by Doctors at All India Institute of Medical Sciences

840. SHRI JAIPAL SINGH

KASHYAP:

SHRIMATI GEETA

MUKHERJEE:

SHRI VIJAY KUMAR

YADAV:

SHRI K. A. RAJAN:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether resident doctors of All India Institute of Medical Sciences boycotted the private wards at the Institute recently; and

(b) if so, for how long the resident doctors of All India Institute of Medical Sciences boycotted the private wards and what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) The Resident Doctors of the All India Institute of Medical Sciences did not attend to the work of the private wards of the Institute for 8 days w.e.f. the midnight of 26th December, 1982. The Residents took this step on the ground that the action of the Dean in calling the explanation of a Junior Resident on the

complaint of a Faculty member, alleging misbehaviour and negligence on the part of the said Resident was unjustified. After the concerned Junior Resident apologised to the Senior Faculty member, the matter was treated as closed.

Departure of Puri Bound Neelachal Express earlier than Scheduled Time

841. SHRI JAIPAL SINGH
KASHYAP:

SHRI DAULAT RAM SARAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that on the 26 December, 1982 Puri bound Neelachal Express left New Delhi Station almost one and a half hour earlier than the scheduled time, leaving hundreds of passengers stranded at the station;

(b) if so, the circumstances under which the train left earlier than the scheduled time and whether any responsibility has been fixed by the Government for the lapse; and

(c) the measures taken by the Government to ensure that such incidents do not recur in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b) The timings of 175/176 Neelachal Express were revised from 26-12-82 as a result of restoration of its old route via Varanasi in response to persistent demands. Publicity was given through public address System and through Notice Boards at New Delhi Station. However, some passengers did not know of the change in the timings and arrived at the station late on 26-12-8. Arrangements were made to run out a train upto Aligarh to enable the passengers to avail 176 Dn. Neelachal Express which was regulated there.

(c) All possible efforts will be made to give adequate publicity to mid-term changes in the schedule of services.

Chinese Accusation about occupying their Territory

842. SHRI JITENDRA PRASAD: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Chinese Government has recently accused India of occupying a large Chinese territory along the entire Sino-Indian borders; and

(b) if so, the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM):

(a) Recently the Chinese claim to a large part of the territory of Arunachal Pradesh was restated in a commentary of the New China News Agency on December 8, 1982 which was published in relation to the inclusion of dances from Arunachal Pradesh at the closing ceremony in Delhi of the Ninth Asian Games.

(b) After the New China News Agency commentary came to the notice of Government a statement was made by the official spokesman, a copy of which is attached.

Statement

Statement made by official spokesman Joint Secretary (XP) Mani Shankar Aiyar on December 10, 1982

The full text of an NCNA item relating to the inclusion of a dance from Arunachal Pradesh at the Asiad concluding ceremony has just become available to the Government of India.

2. Government regret both the contents and the tone of this unwarranted attack which has been made through the Chinese official news agency.

3. Arunachal Pradesh is an integral part of India. It is beyond comprehension that an official agency of the Chinese Government should object to

such a normal event as a dance troupe from this part of India participating in an occasion where different parts of the country are represented. Particularly at this stage of our bilateral negotiations, it is indeed perverse.

4. Government particularly regret the NCNA comment since the Chinese contingent to the Games was so warmly welcomed and its performance generously acclaimed by the Indian public.

5. Over 14,000 square miles of Indian territory are under the illegal occupation of China. On the initiative of India, official talks have been undertaken on the boundary question, which has to be resolved for normalisation of relations between the two countries. The Government of India has adopted a positive and constructive approach in these talks in order to arrive at a mutually acceptable basis for discussions and to create an atmosphere propitious for the settlement of the boundary question.

6. The statement of the official Chinese News Agency runs counter to the spirit guiding the effort to improve relations. We reject the NCNA commentary and its implications.

Sponsorship of Indian Children by Foreigners

843. SHRI JITENDRA PRASAD: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the attention of the Government has been drawn towards news item captioned 'Sponsorship of Indian kids under fire' which appeared in Indian Express dated 16 January, 1983 criticising the sponsorship of Indian children by Westerners, notably by Germans, Britishers and Americans;

(b) if so, the approximate number of children in India who have sponsors abroad; and

(c) the steps taken or proposed to be taken by Government to stop the sponsorship of Indian children by foreigners?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) Figures are not available.

(c) Presently, Government do not have any proposal to check the sponsorship of Indian children by foreigners. However, certain principles and norms to be followed for 'inter country adoption' are being considered.

Action taken on Mehta Committee report on AIIMS and PGIMER Chandigarh

844. SHRI RASHEED MASOOD:
SHRI K. RAMAMURTHY:
SHRI RAJESH KUMAR
SINGH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that a special committee, headed by Dr. S. J. Metha, appointed by the Government to examine the functioning of the All India Institute of Medical Sciences and PGIMER, Chandigarh submitted its report sometime in April, 1981; and

(b) if so, what are the salient features of the findings of the Dr. Mehta Committee and what action has been taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Yes.

(b) The Report of the Review Committee has been considered by the Institute Bodies of the AIIMS, New

Delhi and PGI, Chandigarh. The Government will take a view on receipt of the recommendations of the Institute Bodies of the two Institutes.

Under utilisation of Manpower in Railways

845. SHRI RASHEED MASOOD;

SHRI PIUS TIRKEY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a recent study has shown gross under utilisation of vast manpower and that thousands of people are on the pay-rolls of the railways without any specific work allotted resulting in wasteful expenditure to the extent of Rs. 200 crores a year;

(b) if so, the details thereof; and

(c) steps taken by Government to adequately utilise the surplus staff to minimise the under utilisation of manpower and also to review the recruitment rules with a view to removing the lacuna, if any?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) No.

(b) and (c) Do not arise.

DTC objections regarding issue of Fresh Permits or Renewal of existing Permits

846. SHRI MANOHAR LAL SAINI:
SHRI HARISH KUMAR
GANGWAR:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Delhi Transport Corporation has been filing objections with the State Transport Authority as and when the matter for issue of fresh permits or renewal of existing

permits was taken up by State Transport Authority;

(b) if so, whether details of such objections filed during last three years will be laid on the Table;

(c) whether the Corporation has approached the Central Government to issue directions to the State Transport Authority under section 7(C) read with clause (C) of the Third Schedule of Delhi Transport Laws (Amendment) Act, 1971 that it should not grant, countersign or renew any permit under Chapter IV of Motor Vehicles Act, 1939 other than a private carrier permit; and

(d) the details of private operators who are plying buses in Delhi and under what schemes and Authority?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Yes, Sir.

(b) DTC has been filing objections as and when renewal of permits or issue of new permits are notified by the State Transport Authority on the grounds that DTC has been entrusted with the responsibility of providing transport services in the entire Union Territory of Delhi and it has sufficient resources to do so. During the last three years, the DTC has filed objections in 137 cases including 54 for Inter-State routes.

(c) Yes, Sir.

(d) A total number of 267 Stage Carriage Permits have been issued by the State Transport Authority Delhi under the provisions of the Motor Vehicles Act, 1939.

Report of Railway Reforms, Committee on Safety of Train Operations

847. SHRI MANOHAR LAL SAINI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Reforms Committee has indicated the railways for adopting an

almost cavalier attitude to the safety of train operations consequent to which there has been fourfold increase in the mishaps and deaths in one year and for poor personnel management, lack of discipline and erosion of authority, plurality of trade unions and lack of will on the part of senior officers to deal firmly errant workers because of union or political pressure;

(b) if so, reasons thereof and steps taken to improve the things together with details of the railway accidents that occurred from November, 1982 till date; and

(c) whether a copy of the Committee's Report will be laid on the Table of the House together with the salient recommendations and action taken or proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Railway Reforms Committee has commented on inadequate implementation of recommendations of Railway Accident Inquiry Committees, which has been circumscribed by the constraints of resources, financial as well as material and need for economy. The other observations dealing with human element were made by the Sikri Committee and quoted by the Railway Reforms Committee, which proposes to go into the problem further. Efforts are being made to pursue implementation of recommendations of Railway Accidents Inquiry Committee within the various constraints.

It is not correct that there has been a four-fold increase in the mishaps and deaths in one year. There have been 191 train accidents on Indian Railways between November, 1982 to January, 1983 as compared to 255 during the corresponding period of last year.

(c) Five copies of each of the reports of Railway Reform Committee, received so far, have been placed in

the Parliament Library. The recommendations made in these Reports are being processed by the Government.

Modern terminals at Howrah and Sealdah

848. **SHRI NIREN GHOSH:** Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for construction of modern terminals at Howrah and Sealdah; and

(b) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b) The question of Modern Terminals in Calcutta area is under examination of a joint Task Force consisting of representatives of State Government, Railways and local bodies.

Short supply of Coal to Railway Zones and cancellation of Rail service

849. **SHRI MADHAVRAO SCINDIA:** Will the Minister of RAILWAYS be pleased to state:

(a) the extent of short-supply of coal made to the different Railway Zones this year (1982-83) so far;

(b) the percentage of rail-services cancelled zone-wise during the above period; and

(c) how the goods traffic has been affected by the coal shortage and the comparative, zone-wise figures showing the freight turn-over this year and the corresponding periods during the last two years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) On an average 82 Broad Gauge 4-wheeler wagons per day of loco coal were loaded less than target loading of 1350 during April, 1982 to January, 1983.

(b) The percentage of rail services cancelled to the total number of trains run zone-wise during April, 1982 to January, 1983 is given below:—

Railway	Percentage
Central	1.05
Eastern	0.0017
Northern	2.30
North Eastern	4.07
Northeast Frontier	0.04
Southern	2.75
South Central	1.6

Railway	Percentage
South Eastern	Nil
Western	0.2

(c) Shortage of coal did not affect the freight movement on Railways. Zone-wise figures showing the freight turn-over during 1982-83 (upto December, 1982) and for the years 1980-81 and 1981-82 are given in the statement attached.

Statement

Zone-wise figures showing the freight turn-over during the years 1980-81, 1981-82 and 1982-83 (upto December, 1982).

Statement

Zone-wise figures showing the freight turn-over during the years 1980-81, 1981-82 and 1982-83 (upto December, 1982)

(in million tonnes)

Railways	1980-81	1981-82	1982-83 (upto Dec. 1982)
Central	11.71	12.60	14.83
Eastern	28.21	33.05	35.45
Northern	12.68	15.68	15.39
North Eastern	2.65	2.02	2.83
Northeast Frontier	1.79	2.54	3.03
Southern	7.49	9.38	9.37
South Central	12.15	14.13	14.65
South Eastern	46.25	54.62	55.87
Western	16.18	16.73	15.01

850. SHRI MADHAVRAO SCINDIA:

SHRI JAINARAYAN ROAT:

SHRI HANNAN MOLLAH:

SHRI EDUARDO FALEIRO:

SHRI BALASAHEB VIKHE
PATIL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any further developments have taken place towards normalisation of relations between India and China during the past three months; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b) Government have continued their efforts to improve relations with China and settle all outstanding problems, including the boundary question. The third session of the officials talks with China was held in Beijing from January 29 to February 2. In addition, in the last three months, the two sides exchanged a number of delegations in the fields of health, culture, science and social sciences.

Indo-Pak Peace and friendship treaty

851. SHRI MADHAVRAO
SCINDIA:

SHRI P. M. SAYEED:

SHRI K. MALLANNA:

SHRI CHITTA BASU:

SHRI MOHANLAL PATEL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that following the last Summit meet between the Indian Prime Minister and President Zia-Ul-Haq of Pakistan, progress has been made towards concluding a peace and friendship treaty between the two countries and economic-cooperation agreement; and

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (b) In pursuance of the instructions issued by the two Heads of Governments after their meeting on November 1, 1982, the draft agreement of Indo-Pak Joint Commission was initialled on 24th December 1982 and will be signed by the two Foreign Ministers during the forthcoming Non-aligned Summit in March. Discussions have also been held on our proposal for a Treaty of Peace, Friendship and Cooperation and Pakistan's No War Pact proposal. These are expected to continue.

Palace on wheels

852. SHRI MADHAVRAO
SCINDIA:

SHRI ASHFAQ HUSSAIN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the 'Palace on Wheels' has since been dressed up and its commercial runs started;

(b) if so, how far and in what respect the 'Palace on Wheels' now started is different from the initial plan; and

(c) what is the expenditure incurred in refurnishing it?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) There is no basic difference in design and facilities except that capacity has been increased from 96 to 102 tourist berths to meet the increasing tourist demand.

(c) Expenditure incurred by Railways is estimated at Rs. 77.15 lakhs on renovation of carriages.

**Unilateral settlement of issue of
Sri Lanka Stateless persons**

853. SHRI ERA ANBARASU:
SHRI K. T. KOSALRAM:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have noted the recent news item that the President of Sri-Lanka has demanded a package proposal from his concerned Ministers for the unilateral settlement of the issue of the Stateless people of Indian origin in Sri-Lanka;

(b) if so, whether Government have ascertained the details of these proposals; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN
THE MINISTRY OF EXTERNAL
AFFAIRS (SHRI A. A. RAHIM):

(a) and (b) Government have seen Press reports regarding a meeting between the President of Sri-Lanka, the Foreign Minister and the Minister for Rural Development, Mr. S. Thondaman on this subject. Government have also seen reports on a directive of President Jayewardene on preparation of a comprehensive document with a view to ending problems connected with statelessness.

(c) The Government of India hope that a comprehensive resolution of the question will be achieved, with due regard to the desires of the persons concerned.

Visit of Cultural Delegations abroad

854. SHRI ERA ANBARASU: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the details of cultural delegations which went abroad during the past three years with the names of countries and the particulars of officials of the Ministry of Education who had gone with such delegations; and

(b) the criteria for the composition of such cultural delegations and which is the selection authority?

THE MINISTER OF STATE IN
THE MINISTRY OF EXTERNAL
AFFAIRS (SHRI A. A. RAHIM):

(a) Details are given at Annexure 'A' laid on the Table of the House. [Placed in Library. See No. LT-5915/83].

Particulars of officials of the Ministry of Education who had gone with the delegations are given at Annexure 'B' laid on the Table of the House. [Placed in Library. See No. LT-5915/83].

(b) The criteria for the composition of cultural delegations are given at Annexure 'C' laid on the Table of the House. [Placed in Library. See No. LT-5915/83].

**Additional train between Villupuram
and Madras**

855. SHRI ERA ANBARASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce another train from Villupuram to Madras to solve the acute problem faced by season ticket holders of Chingleput district;

(b) if so, the details thereof; and

(c) if not, whether suitable instructions to permit the season ticket holders of Chingleput to travel by fast trains will be issued?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF):

(a) and (b) No. Introduction of an additional train between Madras and Chengalpattu not feasible for want of spare line capacity on Tambaram-Villupuram single line section.

(c) Season ticket holders are permitted to travel by unreserved

than super Fast trains. They are not allowed to travel by reserved coaches of Mail/Express trains, as it would cause inconvenience to long-distance passengers.

Rapid Transit system for Madras

856. SHRI ERA ANBARASU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the rapid transit system for Madras city will be completed within the period of Sixth Five Year Plan;

(b) total estimated cost of the project;

(c) total amount so far allotted and spent on the execution of the project; and

(d) whether an effective electric suburban train system for Madras city on the lines of Bombay to cater to the growing needs of the commuters of Madras and its suburban areas will be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No. The mass rapid transit system for Madras from Madras Beach to Luz has been cleared by the Planning Commission in February 1983. The construction is expected to take 6 years from the date of sanction, after approval of the Cabinet.

(b) Rs. 53.46 crores at 1980 price level.

(c) Nil.

(d) In addition to Madras Beach-Tambaram Metre Gauge suburban system electric suburban trains have also been introduced on Madras-Arakkonam and Madras-Gummidipundi Broad Gauge sections in the recent past.

Attack on Indian Embassy personnel in Uganda

857. SHRI BALKRISHNA WASNIK:

SHRI K. A. RAJAN:

SHRI SUBHASH YADAV:

SHRI EDUARDO FALEIRO:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the motives of the shoot out by unidentified gunman critically wounding one and killing another employee of the Indian High Commission at the Commission's Office at Kampala have been established;

(b) whether investigation has been made into the incident;

(c) if so, the details thereof;

(d) whether any compensation is being given to the dependents of the deceased; and

(e) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) to (c) On 7th December, 1982, two India-based officials of the Indian High Commission in Kampala were shot at near the Chancery building by an unidentified gunman. One of the officials, Shri V. I. Yacob succumbed to his injuries the same evening, while the other official who was seriously injured has recovered.

The Government of India deputed a Senior Officer to ascertain the facts of the case pertaining to the incident. As per his report, no definite motive could be established for the shooting incident as the assailants were still at large in spite of the efforts of Ugandan authorities to apprehend them.

(d) and (e) The Government of India has decided to give a compensation of Rs. 20,000 to the bereaved family of late Shri Yacob.

India's reaction to American Delegate's Observation in U. N. Committee

858. SHRI BALKRISHNA WASNIK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that the Government have reacted sharply at the observation of the American Delegate Mrs. Kirkpatrick in one of the Committees of the U. N.; and

(b) if so, the details of the incident?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM):

(a) and (b) The US Permanent Representative at the United Nations, Mrs. Jeane Kirkpatrick, addressed the Third Committee on 7 December, 1982. The agenda item under consideration was the ECOSOC Report on Human Rights. In her speech, Mrs. Kirkpatrick stated that "a serious concern with Human Rights would take account of the widespread denial of legal and social rights of women and of untouchables".

The Indian Mission at the United Nations took up this reference with the US Mission. On not receiving a satisfactory reply, the Indian delegate exercised his right of reply to set the record straight on this issue. It was also conveyed to the US Embassy in New Delhi that the Government of India were surprised and dismayed at this uncalled for allusion in Mrs. Kirkpatrick's speech.

Decoities and robberies in trains since October, 1982

859. SHRI BALKRISHNA WASNIK:

SHRI MOHAMMAD ASRAR AHMAD:

Will the Minister of RAILWAYS be pleased to state:

(a) number of decoities and robberies committed Zone-wise in the trains since October, 1982 in various parts of the country; and

(b) the steps taken by the railways in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The number of decoities and robberies committed in railway trains Zone-wise during the period October, 1982 to January, 1983 is as under:—

Railway	No. of cases of robberies and decoities committed during October, 1982, to January, 1983.
Central	18
Eastern	24
Northern	19
North Eastern	22
Northeast Frontier	10
Southern	1
South Central	4
South Eastern	10
Western	12
Total	120

(b) Maintenance of law and order being the Constitutional responsibility of the State Governments, they are taking the following steps for prevention of thefts, robberies and decoities in trains:—

(i) Almost all passenger-carrying trains are being provided with armed police escorts during night.

(ii) Beat-patrolling of stations, platforms and waiting halls has been intensified.

(iii) Surveillance over criminals and known bad characters is being emphasised.

(iv) Checking of night trains by supervisory Police officers has been ordered.

(v) Police pickets have been deputed at vulnerable stations.

(vi) CID of the State Governments are providing special squads to assist in the investigation of important cases.

The Railway Protection Force maintains close coordination with the Government Railway Police and extends all possible assistance as and when it is sought for. The Minister for Railways has also addressed the Chief Ministers of West Bengal, Bihar and Uttar Pradesh—where the incidence of crime and other law & order problems on the railways was acute—and sought their cooperation and assistance in improving the situation.

Constitution of Commissions on service conditions and salaries of University and School Teachers

860. SHRIMATI PRAMILA DANDAVATE;

PROF. NARAIN CHAND PARASHAR:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have since constituted two separate Commissions to go into the service conditions and salaries of University and Schools teachers;

(b) if so, what are the terms of reference of these Commissions;

(c) whether any of the Commission have submitted any report so far; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (d) The Government of India have set up two National Commissions on Teachers to advise the Government on various aspects relevant to the teaching community as specified in the terms of reference as at attached

statement. The National Commission-I will deal with the issues relating to the teachers at the school stage, and the National Commission-II will deal with issues relating to the teachers at the higher education level (including technical education). The Commissions are yet to meet.

Statement

The terms of reference for the Commissions will be to:—

1. Lay down clear objectives for the teaching profession with reference to the search for excellence, breadth of vision and cultivation of values in keeping with the country's heritage and ideals of democracy, secularism and social justice;

2. Identify steps to be taken to give an appropriate status to members of the profession;

3. Suggest measures for fostering dynamism in the profession and responsiveness to developments elsewhere in the world;

4. Recommend measures needed for attracting and retaining talented persons in the teaching profession and widening the base for recruitment, particularly, of women;

5. Review the existing arrangements for pre-service and in-service training|orientation for teachers and to recommend improvements;

6. Review and recommend the application of improved methods and technology for teaching;

7. Recommend measures to enhance the role of teachers in facilitating, motivating and inspiring students in the acquisition of knowledge, skills and values, and promoting through them, the spread of the scientific temper, secular outlook, environmental consciousness and civic responsibility;

8. Identify the role of teachers in integrating education with development work in the community and home;

9. Study the special requirements of teachers in the field of non-formal and continuing education and to suggest ways and means by which these requirements can be met;

10. Identify the role of teachers' organizations in professional growth and professional consciousness;

11. Look into the feasibility of evolving an acceptable and implementable code of conduct for teachers; and

12. Assess the adequacy of arrangements for promotion of teachers' welfare with special reference to the National Foundation of Teachers' Welfare and to suggest modifications where necessary.

Proposal to amend Indian Railways Act

861. SHRIMATI PRAMILA DANDAVATE: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred Question No. 1787 on 14 October, 1982 regarding Amendment of Indian Railways Act and state:

(a) whether in view of the fact that the Indian Railways Act has become outdated and ineffective to cope up with the new problems, whether there is any proposal to amend the Act; and

(b) if so, details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b) The Indian Railways Act, 1890 is under review in consultation with the Ministry of Law, Justice and Company Affairs with a view to replace it with a new piece of Legislation. Since the review is still in process, it would be premature to give the details of the proposals.

मुगलसराय रेलवे अस्पताल में डाक्टर और नर्स

862. श्री निहाल सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मुगलसराय रेलवे अस्पताल में डाक्टरों और नर्सों की संख्या कितनी है तथा उनमें से ऐसी की संख्या कितनी है जो इस अस्पताल में गत तीन वर्षों से भी अधिक से कार्य कर रहे हैं ;

(ख) क्या यह सच है कि अस्पताल में कुछ डाक्टर और नर्स 10-12 वर्षों से भी अधिक समय से कार्य कर रहे हैं जबकि कुछ डाक्टरों तथा नर्सों को इस अस्पताल से अक्तूबर-नवम्बर में इस आधार पर स्थानान्तरित कर दिया गया है कि उन्होंने एक स्थान पर तीन से अधिक वर्ष तक कार्य कर लिया है, और

(ग) यदि हां, तो उसके क्या कारण हैं

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० ज़ाफर शरीफ) : (क) रेलवे अस्पताल, मुगलसराय में 14 डाक्टर और 23 नर्स हैं और इनमें से 6 डाक्टर और 18 नर्स इस अस्पताल में 3 साल, से अधिक समय से काम कर रहे हैं।

(ख) जी हां, कुछ डाक्टर और नर्स मुगलसराय में 10 साल या उससे अधिक समय से काम कर रहे हैं। लेकिन यह सच नहीं है कि इस अस्पताल से जिन डाक्टरों और नर्सों को स्थानान्तरित किया गया है उनका स्थानान्तरण इस स्टेशन पर तीन साल की सेवा पूरी हो जाने के कारण नहीं है।

(ग) प्रश्न नहीं उठता ?

सिरली और चौरी के बीच रेल पाटक

863. श्री उत्तम राठौड़ : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या महाराष्ट्र सरकार ने दक्षिण-मध्य रेलवे के अंतर्गत पुर्ना-खंडवा रेल लाइन पर सिरली और चौरी के बीच रेल पाटक के लिए रेल विभाग द्वारा मांगी गई धन राशि का भुगतान कर दिया है और यह भुगतान किस तारीख को किया गया,

(ख) क्या इस पर कार्य शुरू हो गया है, और

(ग) यदि हां, तो अब तक कितनी प्रगति हुई है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) जी हां । 15-4-82 को ?

(ख) जी हां ।

(ग) समपार पर रेलवे के हिस्से का काम पूरा हो गया है । राज्य सरकार के प्राधिकरण पहुंच मार्गों के कार्य के पूरा कर रहे हैं ।

मुदखेड़-आदिलाबाद सेक्शन को बड़ी लाइन में बदलना

864. श्री उत्तम राठौड़ : क्या रेल मंत्री मनमाड आदिलबाद सेक्शन को बड़ी लाइन में बदलने के बारे में 24 दिसम्बर 1981 के अतारांकित प्रश्न संख्या 5487 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि एक प्रश्न के उत्तर में रेल उप-मंत्री ने मुदखेड़ आदिलाबाद रेलवे लाइन को बड़ी लाइन में बदलने और 1983-84 के बजट में आदिलाबाद से चनका तक नई बड़ी

लाइन बिछाने का सर्वेक्षण करने का आश्वासन दिया था ;

(ख) क्या इस आश्वासन के बावजूद इस प्रस्ताव को अभी तक कार्यान्वित नहीं किया गया है, और

(ग) इस मामले में सरकार ने क्या कार्यवाही की है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) से (ग) 24 दिसम्बर, 1981 के अतारांकित प्रश्न संख्या 5487 के उत्तर में रेल उप मंत्री द्वारा कोई आश्वासन नहीं दिया गया था । उन्होंने केवल यह बताया था कि प्रस्ताव विचाराधीन है । बहरहाल, अक्टूबर 1983 में परमनी-अदिलाबाद मी. ला. खंड को ब. ला. में बदलने के लिए इंजिनियर-एव यातायात सर्वेक्षण के पुनर्मुल्कान के लिए एक प्रस्ताव तथा आदिलाबाद से पिम्पलकोटी तक एक नयी बड़ी लाइन बिछाने के लिए एक नये इंजिनियरी-एव-यातायात सर्वेक्षण का अनमोदन किया गया है ।

Derecognition of Indian University degrees by Government of Nigeria

865. SHRI B. D. SINGH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government of Nigeria have derecognised several Indian University degrees;

(b) if so, details thereof stating the reasons for derecognition of the Indian University degrees by the Nigerian Government; and

(c) reaction of the Government with regard thereto?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c) According to the information received from Indian High Commission in Lagos, the Nigerian Federal

Ministry of Education has stated that all the Indian Universities included in the Handbook of Universities of India, are recognised by the Federal Ministry of Education and that all Indian Universities are treated alike without exception.

Achievement of Adult Education

866. SHRI B. D. SINGH:

SHRI JAG PAL SINGH:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) what is the achievement with regard to the adult education during 1982 as against the targets fixed; and

(b) what are the constraints in the implementation of adult education programme and how these impediments are proposed to be removed by the Government?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Against a target of 45 lakhs accepted by the Ministry for 1982-83, the reports received from the States and Union Territories show an enrolment of nearly 40 lakh adult illiterates at the end of December, 1982.

(b) Inadequacy of qualified instructors and supervisors, especially women, staying in the concerned local areas and socio-economic conditions of learners that affect their attending adult literacy classes on a regular basis are the Principal constraints. The State Governments and Union Territories have been advised to give special attention for the recruitment of women instructors and supervisors. They have also been advised to set up adult education centres, as far as possible, in the bastis of Scheduled Castes and Scheduled Tribes.

Mentally and Physically weak children born in the country

867. SHRI B. D. SINGH:

SWAMI INDERVESH:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have made any assessment with regard to the mentally and physically weak children born in the country annually because of malnutrition and under-nourishment and the number of such children who die in their infancy;

(b) if so, the result thereof; and

(c) what steps have been taken by Government in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) and (b) No authentic survey data are available regarding the mentally and physically retarded infants in the country annually or their death rate.

(c) The Government of India has been implementing the following programmes to reduce the infant mortality:

1. Prophylaxis programme against nutritional anaemia for pregnant and nursing mothers and children below 12 years.
2. Expanded programme of immunisation for preventing diseases like Diphtheria, Whooping Cough, Tetanus, Polio, childhood tuberculosis and typhoid.
3. Special nutritional programme for the pregnant and nursing mothers and children.
4. Integrated child development programme providing a package of services viz. supplementary feeding, health check-up, immunisation, referral services, health education and non formal education for the benefit of children and women.

Assessment regarding functioning of J.N.U.

868. SHRI B. D. SINGH: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether Government have made any assessment with regard to the functioning of the Jawaharlal Nehru University since its inception with a view to knowing how far the University has achieved the objectives for which it was set up and the improvements required in its functioning;

(b) if so, what is the result thereof; and

(c) what measures have been taken by the Government so far to improve the working of the Jawaharlal Nehru University?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c) The University Grants Commission had, in January, 1982, appointed a Committee to enquire into the working of all the Central Universities, including Jawaharlal Nehru University. This Committee will, among others, examine whether the Central Universities are fulfilling the objectives set for them in their Acts and Statutes. The work of the Committee is in progress.

1983-84 के दौरान नई रेल लाइनों का बिछाया जाना

869. श्री विजय कुमार यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1983-84 के दौरान बिछाई जाने वाली नई रेल लाइनों की योजना का ब्यौरा क्या है ;

(ख) क्या यह सच है कि पूर्वी रेलवे के अधीन बख्तियारपुर-राजपुर रेल लाइन को राजगिर से गया तक बढ़ाने के लिए सर्वेक्षण किया जा चुका है ; और

(ग) यदि हाँ, तो राजगिर से गया तक रेल लाइन बढ़ाये जाने संबंधी काम की वर्तमान स्थिति क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० प्रो० बाफ्फर शर्मा) : (क) जोगी-घोपा से गुवाहाटी तक एक बड़े आमान की रेल लाइन के साथ-साथ जोगी-घोपा में ब्रह्मपुत्र के आर-पार एक रेल एवं सड़क पुल के निर्माण का कार्य शुरू करने का प्रस्ताव है ।

(ख) और (ग). राजगिर से गया तक बड़े आमान की एक लाइन के लिए हाल ही में किये गये टोह इंजीनियरी-एवं यातायात सर्वेक्षण से यह पता चला है कि यह प्रस्ताव अर्थक्षम नहीं होगा । इसलिए, इस प्रस्ताव पर विचार करना व्यवहारिक नहीं पाया गया है ।

Mentally and physically substandard quality of citizens due to malnutrition and under nourishment

870. SHRI D. M. PUTTE GOWDA:
SHRI H. N. MANJE GOWDA:

Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government are aware that due to malnutrition and under-nourishment, the mentally and physically sub-standard quality of the citizens is on increase day by day in the country;

(b) if so, whether the Indian Council of Medical Research have also expressed their great concern over it; and

(c) if so, steps contemplated by the Government to educate citizens in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) to (c) According to studies conducted it is found that severe mal-nutrition in early childhood may cause physical and mental retardation. However, no authentic data of the exact incidence of Mental Retardation in the country is available.

Education to the people is provided both through multi-media activities such as radio, T.V., posters, etc. and also through intra-personal efforts of the medical and para-medical staff working in urban and rural areas such as doctors, male and female multi-purpose workers, trained dais, village health guides etc. Health and nutrition education material have also been distributed to medical and paramedical workers. A manual on nutrition for ANMs has been got printed in Hindi as well as English and distributed to ANMs in the country. A booklet containing recipes of well balanced weaning of food for small children has been printed and distributed. Pamphlets and posters on nutrition produced by National Institute of Nutrition, Hyderabad and posters produced by CHEB have been sent to state directors of Health Services for translation into local languages and wide circulation among general public.

Suggestions made by Mani Committee on spurious and substandard drugs

871. SHRI SURYA NARAYAN SINGH: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Mani Committee on spurious and sub-standard drugs has made certain suggestions; and

(b) if so, the details and Government's reaction thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): (a) and (b) A Task Force with Shri C. V. S. Mani, Additional Secretary, Ministry of Health and Family Welfare as Chairman was appointed on 21st June, 1982 by the Government of India to study in depth the problems of spurious and sub-standard drugs. The Task Force submitted its report to the Government in December, 1982.

The important recommendations made by the Task force are as under:—

(1) Strengthening the Drugs Inspectorate staff in the States on the basis of one drug inspector for every 25 manufacturing premises and one drug inspector for 100 sale premises.

(2) Setting up in each State a legal-cum-intelligence machinery on the lines to that operating in Maharashtra for investigating the manufacture and sale of spurious drugs.

(3) Establishment of a Cell at the Headquarters of the Central Drugs Standard Control Organisation for screening drug formulations.

(4) Establishment of Regional Offices of the Central Drugs Standard Control Organisation in important States supported by adequate inspectorate and other staff.

(5) Strengthening of the staff at the offices of the Central Drugs Standard Control Organisation at the Ports responsible for regulating the quality of imported drugs.

(6) Good Manufacturing Practices should be Codified and included in the Drugs and Cosmetics Rules.

(7) The system of Loan Licensing should be abolished within a specified period.

(8) Setting up of a Laboratory at Bombay to test imported drugs.

(9) Introducing a Centrally sponsored Scheme for assisting the States in strengthening the drug testing Laboratories.

The recommendations are under consideration of the Government.

Strike by Delhi University Teachers

872. SHRI G. M. BANATWALLA: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the financial implication of the demands of the teachers and karamchari of Delhi University and colleges;

(b) attempts, if any, made to resolve the matter and avoid loss of an academic year;

(c) whether it is a fact that the request of striking unions for appointment with the Minister was conceded only after a delay of about six weeks;

(d) whether the University has decided to impose a wage cut on all striking teachers; and if so, details of this and other punitive actions; and

(e) the present position with respect to the strike, the demands and the reopening of colleges?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Teachers and karamcharis of Delhi University and its colleges have been making a wide range of demands from time to time. It has not been possible to quantify the financial implications of all their demands.

(b) The major demands of the teachers who were on strike recently were better housing facilities and promotional avenues. These were already under consideration of University Grants Commission. The strike started on 12th October, 1982 and the Deputy Minister for Education had made a Statement in the other House on 20-10-1982 wherein he expressed his earnest hope that the teachers will call off their strike and extend

their cooperation to the University authorities in maintaining the academic schedule and finding appropriate solutions to their problems in an atmosphere free from tensions and misunderstanding. Several concrete gestures were also made by University Grants Commission in relation to housing facilities.

As for promotional avenues, there were protracted negotiations. The Commission has accepted the recommendations of the University with regard to the modalities for implementing the merit promotion scheme earlier approved by the Commission. On this basis, the teachers suspended the strike from the afternoon of 29-1-1983 and regular teaching has been resumed from 31-1-1983. The University has decided to extend the academic session till the beginning of May, 1983 in order to compensate for the loss in teaching time during the period of strike.

(c) Minister of State for Education met representatives of teachers' association on 5th January, 1983 and 10th January, 1983.

(d) The teachers went on strike from October 12, 1982. The Executive Council of the University at its meeting held on January 13, 1983 decided that the principle of "No work, no pay" shall apply to the teachers of the University also. However, following suspension of the strike on January 29, 1983, the University has decided to suspend the operation of the above decision in relation to the teachers.

(e) The Departments and the colleges are functioning normally from January 29/31, 1983.

Providing Basic facilities to passengers of 131-132 Jayanti-Janata Express

873. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that in 131-132 Jayanti Janata Express which

run for over 53 hours between Nizamuddin and Mangalore there is no provision for *safaiwallas*, mechanical staff to attend to light and other electricity problems, coach attendants and cushioned berths to the great inconvenience of passengers;

(b) whether provision for *safaiwallas* in the said Jayanti-Janata Express has been withdrawn from January, 1983; and

(c) whether immediate action will be taken to provide these necessary and basic facilities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) Yes. For cleanliness and for attention to electrical amenity fittings adequate facilities exists at all starting and terminal stations besides nominated stations en route. This arrangement is working satisfactorily. Coach Attendants are provided in 1st Class coaches only. In Jayanti-Janata Express Travelling Ticket Examiners are posted to man II class sleeper coaches at the rate of one T.T.E. for two coaches as the train is vestibuled.

Provision of cushions in long distance trains is a recent innovation and as far as possible efforts are made to attach only such coaches as are having cushioned berths to long distance trains but at times due to operational necessity some coaches without cushions are also pressed into service on trains.

(b) Yes. This was withdrawn keeping in view the fact that adequate arrangements exist at starting and terminal stations as also at nominated stations en route.

(c) In view of answer to parts (a) and (b) above does not arise.

More train facilities for passengers between Mangalore-Nizamuddin and Mangalore-Bombay

874. SHRI G. M. BANATWALLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are aware of the pressing need for more train facilities for passengers between Mangalore-Shoranur-Nizamuddin and between Mangalore-Bombay in view of heavy traffic;

(b) whether any traffic survey has been made to ascertain the extent of the demand on this route;

(c) if so, when and what were the findings; and

(d) steps proposed to meet the increasing demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) and (b) No traffic survey as such has been made. However, the census of occupation conducted in June 82 has revealed that 131/132 Jayanti Janata Express and the three through service coaches running between Mangalore and Bombay are adequate for the existing level of through traffic. From 17-12-82, 5 through service coaches between New Delhi and Mangalore have also been introduced by 125/126 Kerala Express and 83/84 Express.

(c) and (d) Do not arise.

श्रेणी-हीन रेलगाड़ियों का चलाना जाना

875. श्री रवीन्द्र वर्मा :

श्री मोतीभाई आर० चौधरी:

श्री बापू साहिब पट्टलेकर :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार श्रेणी-हीन रेल गाड़ियां चलाये जाने के सिद्धान्त से सहमत है;

(ख) यदि हां, तो गत तीन वर्षों के दौरान किन-किन क्षेत्रों में ऐसी गाड़ियां चलाई गई हैं;

(ग) उनमें से कितनी गाड़ियां लम्बी दूरी की हैं ; और

(घ) आगामी वर्षों के लिए इस बारे में बनाई गई योजनाओं का व्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) और (घ) : सामान्यतः दीर्घकालीन नीति के रूप में लम्बी दूरी की श्रेणी-रहित गाड़ियां आरम्भ करने का प्रस्ताव है जिसमें साधारण दूसरा दर्जा, दूसरे दर्जे के शयनयान और दूसरे दर्जे के वातानुकूल शयनयान होंगे। इसको दृष्टिगत रखते हुए, पहले दर्जे के साधारण सवारी डिब्बों का उत्पादन बन्द कर दिया गया। छोटी दूरी की गाड़ियों के मामलों में कुछ गाड़ियों को छोड़कर सभी गाड़ियों से ऊंचा दर्जा हटा दिया गया है। बहरहाल, निकट भविष्य में रेलों को कोचिंग स्टाक की उपलब्धता और याता-यात की आवश्यकता को ध्यान में रखते हुए साधारण पहले दर्जे और अन्य ऊंचे दर्जों सहित लम्बी दूरी की गाड़ियां चलानी पड़ेंगी।

(ख) कुछ नहीं।

(ग) प्रश्न नहीं उठता।

दिल्ली अहमदाबाद सुपर फास्ट गाड़ी को जोधपुर के रास्ते चलाना

876. श्री विरदा राम फुलवारिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जोधपुर रेल डिब्बीजन ने रेल बोर्ड को प्रस्ताव किया है कि दिल्ली-अहमदाबाद सुपर फास्ट गाड़ी को सप्ताह में तीन बार जोधपुर के रास्ते चलाया जाये ;

(ख) यदि हां, तो क्या सरकार इस प्रस्ताव पर विचार कर रही है ; और

(ग) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) से (ग) दिल्ली और अहमदाबाद के बीच जोधपुर के रास्ते कोई गाड़ी चलाने का प्रस्ताव नहीं है। बहरहाल, 1-4-83 से दिल्ली और अहमदाबाद के बीच सप्ताह में चार दिन, दिल्ली और जोधपुर के बीच सप्ताह में तीन दिन तथा अहमदाबाद और जोधपुर के सप्ताह में दो दिन प्रयोगात्मक रूप में एक सुपरफास्ट चलाने की योजना बनायी गयी है।

दिल्ली अहमदाबाद के बीच सुपर फास्ट गाड़ी चलाना

877. श्री विरदा राम फुलवारिया : क्या रेल मंत्री यह बताने की कृपा करेंगे :

(क) क्या दिल्ली तथा अहमदाबाद के बीच एक सुपर फास्ट गाड़ी चलाने का कोई प्रस्ताव है ;

(ख) क्या इस गाड़ी को सप्ताह में तीन बार अजमेर-आबू रोड के मार्ग से चलाने का प्रस्ताव है ;

(ग) क्या इस लाइन पर इस गाड़ी को चलाने का पूर्वाभ्यास भी कर लिया गया है ; और

(घ) यदि हां, तो यह गाड़ी किन-किन स्टेशनों पर तथा किस-किस समय रुकेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ) : (क) से (घ) जी हां। दिल्ली और अहमदाबाद के बीच अजमेर आबू रोड के रास्ते प्रयोग के रूप में सप्ताह में चार दिन एक सुपर फास्ट गाड़ी चलाने की योजना बनायी गयी है। इस

संबंध में परिचालनिक रूपरेखा तैयार की जा रही है।

जारी किये गये पासपोर्टों की संख्या

878. श्री विरवा राम कुलवारिया : क्या विदेश मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1981-82 के दौरान सरकार द्वारा कितने पासपोर्ट जारी किए गये ;

(ख) वर्ष 1982-83 के दौरान जारी किए जाने वाले पासपोर्टों की अनुमानित संख्या कितनी है ; और

(ग) इन पासपोर्टों पर कितने भारतीय विदेश गए ?

विदेश मंत्रालय में राज्य मंत्री (श्री ए० ए० रहोम) : (क) वर्ष 1981-82 के दौरान यानी अप्रैल 81 से मार्च 82 तक भारत के विभिन्न पासपोर्ट कार्यालयों द्वारा 14,50,416 पासपोर्ट जारी किए गए थे।

(ख) वर्ष 1982-83 में अनुमानतः 15.50 लाख पासपोर्ट जारी किये जाने की संभावना है। यह उल्लेखनीय है कि अप्रैल 82 से दिसम्बर 82 तक की अवधि में 11,77,195 पासपोर्ट जारी किए गए।

(ग) विदेश गये भारतीयों के आंकड़े किसी एक वर्ष में जारी किए गए पासपोर्टों के आधार पर तैयार नहीं किये जाते।

Reconstitution of Railway Board

879. SHRI AMAR ROYPRADHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have an intention for the reconstitution of the Railway Board; and

(b) If so, the decision taken in the matter and if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) and (b) No. However, a High-Power Expert Committee called 'Railway Reforms Committee' has been set up to examine and report on various aspects of railway working. The Committee will, inter alia, examine the organisational structure of the management at various levels, including the apex body of the Railway Board, and suggest changes as necessary.

Indo-Pak friendship treaty

880. SHRI AMAR ROYPRADHAN: MOHAMMAD ASRAR AHMED:

SHRI CHITTA MAHATA:

SHRI MOOL CHAND DAGA:

SHR CHITTA BASU:

SHRI CHINTAMANI PANI-GRAHI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan and India have agreed to set up 3 sub-commissions and recognised a number of common elements in their respective proposals for a Friendship Treaty and a No War pact; and

(b) if so, the details thereof and progress so far made?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes, Sir.

(b) Several rounds of indo-pak-official level talks have taken place in recent months. However, differences remain in important areas. Discussions are continuing.

**Pro-Pakistani tilt in US position
on Kashmir**

881. SHRI AMAR ROYPRADHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that US British documents of 1951 de-classified and released for publication throw fresh light on the gradual evolution of the US position on Kashmir in the fifties from one of impartiality to a pro-Pakistani tilt; and

(b) if so, the details thereof and reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Government have seen press reports to this effect.

(b) Government's well-known stand on the subject is that the whole of Jammu & Kashmir is constitutionally and legally an integral part of India.

Duty hours of loco running staff

882. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee of Experts on Application of ILO Conventions has drawn the attention of the Government that the Circular dated 3 April, 1981 issued by the Railway Board about the interpretation of 10 hours duty at a stretch for the Loco Running Staff is violative of I.L.O. Convention No 1 which the Government of India have ratified as far back as in 1921;

(b) if so, what are their observations; and

(c) what steps the Government have taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFAR SHARIEF): (a) No.

(b) and (c) Do not arise.

**Representation against permitting
running of trains without Guard and
Brake Van**

883. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there has been any representation against the recent change in the rules permitting running of trains without Guard and Brake Van; and

(b) if so, what steps have been taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) (b) There has been no change in the rules to allow running of trains without Guard and Brakevan. General Rules permit running of a train without Guard or a Brakevan in emergency. In all such cases adequate precautions are taken to ensure safety.

There has been representation about goods trains being run sometimes without Guard/Brakevan.

Pay Panel for Railway Workers

884. SHRI E. BALANANDAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government are considering a separate Pay Panel for the Railway workers considering the fact that the basic demands in respect of revision of pay, at least parity in wages with Public Sector Undertakings, till need based minimum wages are given to them; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) There is no proposal under consideration for setting up a separate Pay Panel for Railway workers in

view of the fact that Railway employees are Central Government employees and therefore their pay structure cannot be considered in isolation. The recommendations of Pay Bodies as and when appointed for Central Government employees will be applicable to Railway employees also.

Number of Ships in the Country

885. SHRI E. BALANANDAN: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) the total number of ships (ocean going) at present in the country; and

(b) what is the yearly rate of building ships?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) The total number of ships in the country as on 31-1-1983 is 407, of which 69 ships are on the coastal trade and 338 on the overseas trade.

(b) The number of new ships supplied by Indian and Foreign Shipyards during the last three years has been as under:—

Year	No. of ships built in foreign shipyards	No. of ships built in Indian Shipyard
1980 . . .	11	2
1981 . . .	7	3
1982 . . .	6	1

हावड़ा तथा सियालदह डिवीजन में रेल संपत्ति की चोरी

886. श्री कृष्ण प्रताप सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का ध्यान 18 जनवरी, 1983 के "हिन्दुस्तान टाइम्स"

में "हावड़ा, रेल थोन्स-हेवन" शीर्षक से प्रकाशित समाचार की ओर दिलाया गया है ;

(ख) क्या यह सच है कि गत एक वर्ष के दौरान रेल संपत्ति के चोरी होने के 7500 मामले दर्ज कराये गये हैं ;

(ग) क्या यह भी सच है कि इन चोरियों के कारण उक्त क्षेत्र में रेलगाड़ियों का सुरक्षित रूप से चलना कठिन हो गया है ;

(घ) यदि हां, तो सरकार ने इस समस्या को हल करने हेतु क्या कदम उठाये हैं ; और

(ङ) रेल संपत्ति की रक्षा करने तथा यात्रियों को सुविधायें प्रदान करने हेतु सरकार द्वारा क्या नये उपाय किये गये हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जगदीश शर्मा) : (क) जी हां ।

(ख) 1982 के दौरान हावड़ा और सियालदह परिचलन मंडल में रेलवे की सामग्री और फिटिंगों के चोरी के 7,264 मामलों को रिपोर्ट की गई थी ।

(ग) रेल सामग्री और फिटिंगों, विशेषकर विद्युतीकृत खण्डों पर शिरो-परि उपस्कर और रेल पथ फिटिंगों चोरी से इन मंडलों में रेल गाड़ियों के संचलन पर विपरीत प्रभाव पड़ा है जिससे कभी-कभार रेल परिचालन पर ऋंखलात्मक प्रतिक्रिया उत्पन्न हो जाती है ।

(घ) और (ङ). इस संबंध में निम्नलिखित उपाय किये गये हैं :—

1. पूर्वी क्षेत्र में रेलों पर कानून एवं व्यवस्था तथा अपराधों की स्थिति में

सुधार की आवश्यकता को और पश्चिम बंगाल सरकार का ध्यान आकर्षित किया गया है।

2. रेलों पर सक्रिय अपराधियों की गतिविधियों पर नियंत्रण रखने के लिए ग्राम वासियों तथा समाज सेवा दलों की सहायता ली गया है।

3. क्षेत्रों के प्रभावित स्थानों पर रात्रि के समय रेल सुरक्षा बल/रेलवे सुरक्षा विशेष बल द्वारा गहन गस्त लगायी जाती है।

4. पटरी पर गस्त लगाने, विशेषकर भेद्य खण्डों में, रेल पथ फिटिंगों की रक्षा करने के लिये इंजीनियरी विभाग के विशेष दस्तों को तैनात किया गया है।

5. अब विशेष प्रकार की रेल पथ फिटिंगों का उपयोग किया जा रहा है ताकि अपराधियों द्वारा उन्हें निकालना मुश्किल हो जाये।

6. राजकोष रेलवे पुलिस और सिविल पुलिस की सहायता से रेलवे सुरक्षा बल द्वारा अपराधियों और रेलों की चुरायी गयी सम्पत्ति प्राप्त करने वालों के विरुद्ध नियमित रूप से छापे मारे जाते हैं।

7. जहां तक संभव हो, स्थानीय यात्री गाड़ियों के साथ ऐसे समय जब फिटिंग के सामान की चोरी का भय रहता है, रेलवे सु.ब.०/रे.सु.ब.० के मार्ग रक्षियों को तैनात किया जाता है।

8. इन मंडलों में पुलिस के सहयोग से अपराधियों और रेलों को चुरायी गयी सम्पत्ति प्राप्त करने वालों के विरुद्ध बड़े पैमाने पर छापे मारने के लिए तथा भेद्य खण्डों में रेल

गाड़ियों में मार्ग-रक्षियों की व्यवस्था करने के लिए अतिरिक्त रेलवे सुरक्षा विशेष बल को तैनात किया गया है।

9. अपराधियों और चोरी का सामान प्राप्त करने वालों के विरुद्ध समन्वित कार्रवाई करने के लिये रेलवे सुरक्षा विशेष बल, राजकीय रेलवे पुलिस और सिविल • पुलिस के बीच परस्पर निकट सहयोग कायम रखा जा रहा है।

सिवान तथा छपरा में उपरि पुलों का निर्माण

887. श्री कृष्ण प्रताप सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि सिवान तथा छपरा में, जोकि जिला मुख्यालय भी है, उपरि पुलों के निर्माण का प्रस्ताव सरकार के विचाराधीन है ;

(ख) यदि हां, तो इस बारे में अन्तिम निर्णय कब तक ले लिया जाने की संभावना है, और

(ग) क्या सरकार लोगों की सुविधा को ध्यान में रखते हुए इस प्रस्ताव को शीघ्र ही मंजूरी देगी क्या उनका निर्माण कार्य शुरू करेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री सी० के० जाफर शरीफ): (क) सीवान में ऊपरी सड़कपुल के निर्माण का कोई प्रस्ताव नहीं है। बहरहाल, छपरा में, छपरा-मरहोरा रोड पर छपरा कचहरी यार्ड के पूर्वी छोर पर समपार सं० 45 और छपरा-बनियापुर रोड को छपरा जंकशन स्टेशन के पश्चिमी छोर पर छपरा वाराणसी और छपरा-सीवान रेल लाइनों के आर-पार समपार सं० 51-ए के बदले ऊपरी सड़क पुल के निर्माण के लिए रेलवे और राज्य सरकार

द्वारा दो प्रस्तावों पर संयुक्त रूप से विचार किया जा रहा है।

(ख) और (ग) राज्य सरकार से लागत की भागीदारी के आधार पर इन ऊपरी सड़क पुलों के निर्माण के लिए ठोस प्रस्ताव प्रायोजित करने का अनुरोध किया गया है। राज्य सरकार से इस बारे में स्वीकृति प्राप्त होने के पश्चात ही रेलवे द्वारा आगे कार्रवाई की जाएगी।

राज्य में त्रिभाषी फामूले के कार्यान्वयन में कठिनाई

888. श्री राजनाथ सोनकर शास्त्री : क्या शिक्षा और संस्कृति मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारत सरकार के शिक्षा आयोग ने अपनी रिपोर्ट में यह उल्लेख किया है कि स्कूली पाठ्यक्रम में अनेक भाषाओं को शामिल करने के आम विरोध, हिन्दी भाषी राज्यों में अतिरिक्त भारतीय भाषाओं के अध्ययन के लिए प्रोत्साहन में कमी तथा कुछ गैर-हिन्दी भाषी राज्यों में हिन्दी भाषा के अध्ययन के विरोध के कारण त्रिभाषी फामूले के कार्यान्वयन में कठिनाई अनुभव की जा रही है ;

(ख) यदि हां, तो शिक्षा आयोग की इस रिपोर्ट का आधार क्या है ; और

(ग) आयोग की इस रिपोर्ट पर सरकार ने अब तक क्या कार्यवाही की है ?

शिक्षा और संस्कृति तथा समाज कल्याण मंत्रालयों में उपमंत्री (श्री पी० के० थुंगन) :

(क) और (ख) शिक्षा आयोग 1964-66 ने, "स्कूल पाठ्यचर्या में भारी भाषा बोझ के प्रति सामान्य विरोध, हिन्दी भाषी क्षेत्र में एक अतिरिक्त आधुनिक भाषा अध्ययन के लिए प्रेरणा की कमी, कुछ अहिन्दी भाषी क्षेत्रों में हिन्दी का विरोध, पांच से छः वर्षों के लिए दूसरी तथा तीसरी भाषाओं

के अध्ययन के लिए भारी-लागत तथा प्रयत्न इत्यादि" जैसी बातों को ध्यान में रखते हुए यह बताया कि त्रिभाषा सूत्र के कार्यान्वयन से कई कठिनाइयां पैदा हुई हैं।

(ग) शिक्षा आयोग 1964-66 की यह रिपोर्ट, राष्ट्रीय नीति संकल्प 1968 का आधार बनी जिसे कुल मिलाकर, विभिन्न राज्य सरकारों तथा संघ शासित क्षेत्रों द्वारा अपना लिया गया है।

Running of Eye Camps by Quacks

889. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) how many eye camps were held in the country during the course of the last three years with details thereof;

(b) how many people were blinded in these camps and who were the organisers of such camps.

(c) was any permission obtained by them from the appropriate authorities;

(d) if not, what action was taken by the authorities; and

(e) what steps have been taken by the Government to check the running of these camps by quacks?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) Under the National Programme for Control of Blindness, there is provision for the holding of eye camps and for central assistance for organising such camps by voluntary organisations in rural areas and towns upto 50000 population for the performance of cataract and other intra-ocular operations. The number of cataract operations performed by the Mobile Units under this Programme and the voluntary organisations for which central assis-

tance is given during the last three financial years are stated below:

Mobile Camps

Year	No. of operation
1979-80	8839
1980-81	12661
1981-82	31920

Voluntary Organisations

Year	No. of operation
1979-80	3814
1980-81	10250
1981-82	27920

In addition to the foregoing, eye camps are organised, *inter alia*, under the auspices of State and Union Territories Governments as well as by voluntary organisations which have not secured any assistance from the Government of India under the National Programme for Control of Blindness. Comprehensive information regarding such camps is not available with the Government of India.

(b) to (d) In the eye camps organised under the auspices of or aided under the National Programme of Control of Blindness, of which information has been furnished under part (a) above, stipulated guidelines for the conduct of the camps have been followed in order to ensure that the objective of the camps, namely restoration of vision in cataract cases, is achieved. Government of India have, however, received some reports of camps organised unauthorisedly, by unqualified persons from certain State

Governments. According to these reports, in two camps organised unauthorisedly by one Shri R. K. Gaur (one in Dewas District of Madhya Pradesh and the other one in Shivpuri district of Madhya Pradesh); two persons and seventeen persons respectively lost their eye sight. The unqualified persons responsible therefor were handed over to the Police and prosecuted.

In Rajasthan, reports received by Government of India showed that five persons became blind due to eye operations conducted in camps organised unauthorisedly by unqualified persons in Dholpur district in February, 1982 by 5 persons namely Shri Bhagwati Parsad Vaistiender, Shri Pathak, Shri Mukesh Chandra, Shri Ramesh Chandra and Shri Munna Lal. The State Government effected certain arrests and launched criminal proceedings in this connection.

Thirteen persons lost their eye sight due to eye operations performed in eye camps organised unauthorisedly in Alwar district in September and October, 1982, by Shri Ami Lal Yadav, Shri Dilip Singh, Shri Sanyaya, Shri Aliyad Mago, Shri Lekho and Shri Mahendra who are unqualified persons. The State Government have arrested certain persons and launched criminal proceedings in this connection.

(e) Existing guidelines of Government on the conduct of eye camps prescribe that the surgical operations on eyes in the camps are to be performed by qualified and experienced ophthalmic surgeons and under hygienic conditions. Prior permission of the Chief Medical Officer of the District is necessary for the conduct of such eye camps to ensure that these and other provisions of the guidelines are observed in every eye camp. The Health and other concerned authorities at the district level have been asked to widely publicise these guidelines of the Government and to remain vigilant with a view to secure their strict compliance.

News Item DTC Reverts to Disorganised Service'

890. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item "DTC reverts to disorganised service" appearing in the Indian Express dated 23 December, 1982; and

(b) what are the reasons that buses do not stop at the stands conductors do not have small coins of 5 and 10 paise, seats are torn or are hard like wood, wind screens are either missing or are defective, ordinary buses have been converted into deluxe ones and buses are not cleaned?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):
(a) Yes, Sir.

(b) All efforts are being made by DTC to maintain the desired level of efficiency. Instructions to drivers and conductors have been issued to stop the vehicles at the proper bus stops. Traffic Supervisory staff has also been posted at heavy loading points to ensure stopping of buses on stands. No ordinary bus has been converted into deluxe one. As for maintenance, whenever any defect like torn seats, missing wind screens etc. is noticed, immediate steps are taken to rectify the same.

Kidnapping of a Girl from Nepal

891. SHRI CHINTAMANI JENA: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether there is no law to keep a check on the brothels where girls are forced into immoral traffic or kidnapped girls are inducted forcibly and without medical check up;

(b) whether a child-girl aged 13 years (named Tulasa) was kidnapped

from Nepal and brought to red-light area on Grant Road in Bombay some-time back;

(c) whether Government propose to investigate into the matter and bring to book the culprits besides making necessary arrangements for the rehabilitation of the child-girl; and

(d) whether it is ensured that the brothels are checked daily to see that there is no new addition?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON):
(a) to (d) Information required for answering the Question is being collected from the State Government of Maharashtra and will be laid on the Table of the House.

Railway Scheme for Malda

892. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to take up a railway scheme/project for Malda.

(b) if so, has the scheme/project been finalised; and

(c) if so, details thereof stating the cost involved in the execution of the scheme/project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) to (c) There is no integrated single scheme or project in respect of Malda Town. However, following works at Malda have been taken up during 1982-83:—

(i) A Signal Training School has been sanctioned at a cost of Rs. 45.8 lakhs.

(ii) A Diesel Locomotive Shed for 60 locos has been provided at Malda under Urgency Certificate. Provisional estimated cost of the work is Rs. 4.21 crores.

Apart from these, another work for extension of the existing Railway Hospital has been approved for inclusion in the Railway's Works Programme of 1983-84 at an estimated cost of Rs. 20 lakhs.

Besides an Engineering cum Traffic Survey for the construction of a new 90 KM BG line from Eklakhi, a station 20 KM from Malda on the Malda New Jalpaiguri BG line of N.F. Railway to Balurghat, Headquarter of West Dinajpur District of State of West Bengal has been carried out and the Survey report is under examination, in consultation with the Planning Commission.

Construction of Talgoria Tupkadi line

893. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) area of land acquired by the Railways (South Eastern) to construct Talgoria Tupkadi Line and the number of affected people;

(b) whether it is a fact that in many places good cultivable land has been taken which used to be the means of livelihood for many cultivators;

(c) whether there is any scheme to give employment to the persons whose land has been acquired as alternative means of livelihood;

(d) if so, facts in details; and

(e) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) So far 165.25 acres of land has been acquired for the construction of Talgoria-Tupkadi railway line and 333 persons have been affected due to land acquisition.

(b) About 113.92 acres of cultivable land has so far been acquired.

(c) to (e) There is no scheme to give permanent employment to the

persons affected by the land acquisition are being employed by the contractors to the extent possible, for the duration of the work entrusted to them, provided they volunteer their services and are found physically fit. So far more than 100 persons have been employed by the contractors.

Rates for acquisition of land by Railways for Talgoria Tupkadi Line

894. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) details of the rates given to the different type of land acquired by the Railways in making Talgoria Tupkadi line in S.E. Railways;

(b) whether it is a fact that rates were fixed arbitrarily ignoring even the records maintained in the local Sub-Divisional office at Chas;

(c) whether the rate is low, creating great resentment amongst the landless; and

(d) whether an enquiry would be held into the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The rates as are offered by the Bihar District Authorities, for different type of land vary from village to village as under:

(i) Agriculture land	Rates per acre. Rs.
(a) 1st Quality (bahal)	1800 to 20,10
(b) 2nd Quality (Kanali)	6000 to 12,500
(c) 3rd Quality (Baid)	3416 to 8,800
(ii) Wasteland	
(a) 1st Quality (Gadia-I)	3300 to 10,050
(b) 2nd Quality (Gadia-2)	3000 to 3,333
(c) 3rd Quality (Gadia-3)	2500 to 3,800

(b) The rates are fixed by the Local District Revenue Authorities dealing with the land acquisition.

(c) and (d) No remarks can be given by Railways in view of (b) above.

Requirements of special type of wagons

895. DR. KRUPASINDHU BHOI: Will the Minister of RAILWAYS be pleased to state:

(a) The freight requirement of the railways projected till the year 2000;

(b) the efforts being made to meet the same and to design wagons to meet the various requirements with special type of wagons for bulk movement of ores, grains, cement and minerals, especially coal;

(c) the efforts being made to facilitate transport of over-dimension consignments of urea reactors, ammonia converters and generating equipment for super thermal power plants with the results achieved so far; and

(d) how far these efforts will go to meet the freight requirements?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The freight traffic projections by the Railways for the year 2000 AD is 500 originating million tonnes equivalent to 315 billion tonne kms.

(b) Basic strategies to meet the projected demands for freight traffic are to run unit freight trains with heavier trailing loads of 4500/7500 tonnes, replace old dilapidated assets with superior assets and generate internal resources to finance modernisation programme including operating information system and replacements. For the bulk movement of ores and minerals especially coal, a new type of high capacity wagon known as 'BOXN' wagon has been designed to enable the Railways to run heavier freight trains within the

loop capacity available with them. As far as bulk movement of grains and cement is concerned, separate wagon design has not been developed as yet.

(c) In addition to the ordinary type of wagons for carrying conventional goods, the Railways have a special fleet of wagons of 130, 90 and 60 tonne capacities which have been designed primarily for transporting heavy power equipment, reactors etc. meant for the power plants. The wagons with higher capacity of 180 tonnes and above are being owned by the using organisations according to their needs. By close day-to-day monitoring of these special wagons at Divisional/Zonal and Railway Board level the Railways have ensured that essential heavy equipment for the power plants are moved without undue delay.

(d) The efforts made by the Railways will enable them to meet the freight requirements in full, subject to availability of adequate resources for development of the railways.

General Managers meeting on safety and punctuality in November, 1982

896. DR. KRUPASINDHU BHOI: Will the Minister of RAILWAYS be pleased to state:

(a) whether he convened a meeting of the General Managers of Railways in the first week of November, 1982 to discuss measures to be taken for safety and punctuality in railways;

(b) if so, the details of the measures proposed; and

(c) the steps taken to implement the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) A meeting was held with General Managers of Railways on 4-11-1982 to discuss safety, punctuality of passenger services, movement of

traffic connected with Asiatic, prevention of pilferage of goods and other property entrusted to the railways, generation of internal resources by the Railways, etc.

(b) and (c) Important measures proposed included issue of identity-cum-health cards to drivers; constitution of Central Safety Committee and Zonal Safety Committees to oversee all aspects of safety; assessment of funds required for safety devices and works; implementation of recommendations of Railway Accident Inquiry Committees; launching of concerted drive to improve punctuality, etc.

Action has been initiated to implement these decisions.

Legislation to regulate import, manufacture, sale and distribution of drugs

897. DR. KRUPASINDHU BHOI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether Government have been urged upon to bring forward comprehensive legislation to regulate the import, manufacture, sale and distribution of drugs by a task force appointed to examine the adequacy of drug control and the need to augment drug testing facilities at the Centre and at the States level;

(b) the other recommendations by the said task force;

(c) whether the recommendations have been examined; and

(d) if so, the recommendations accepted by Government and the steps envisaged to implement the same?

THE DEPUTY MINISTER FOR HEALTH AND FAMILY WELFARE (KUMARI KUMUD BEN M. JOSHI):

(a) A Task Force with Shri C. V. S. Mani, Additional Secretary, Ministry of Health and Family Welfare as Chairman was appointed on 21st

June, 1982 by the Government to study in depth the problems of spurious and sub-standard drugs. The Task Force submitted its report to the Government in December, 1982, wherein it has not recommended the enactment of a separate comprehensive legislation to regulate the import, manufacture, sale and distribution of drugs. In fact, it has been stated in the report of the Task Force that the Drugs and Cosmetics Act, as recently amended, is an adequate piece of drug legislation, and if this legislation is strictly and uniformly enforced it should be possible to ensure the quality of drugs marketed in the country.

(b) The important recommendations made by the Task Force are as under:—

(1) Strengthening the Drugs Inspectorate staff in the States on the basis of one drug Inspector for every 25 manufacturing premises and one drug Inspector for 100 sale premises;

(2) Setting up in each State a legal-cum-intelligence machinery on the lines to that operating in Maharashtra for investigating the manufacture and sale of spurious drugs;

(3) Establishment of regional Offices of the Central Drugs Standard Control Organisation in important States supported by adequate inspection rate and other staff;

(4) Establishment of a cell at the headquarters of the Central Drugs Standard Control Organisation for screening drug formulations;

(5) Strengthening of the staff at the offices of the Central Drugs Standard Control Organisation at the Ports responsible for regulating the quality of imported drugs;

(6) Goods manufacturing practices should be codified and included in the Drugs and Cosmetics Rules;

(7) The system of Loan Licensing should be abolished within a specified period;

(8) Setting up of a Laboratory at Bombay to test imported drugs;

(9) Introducing a Centrally Sponsored Scheme for assisting the States in strengthening the drug testing laboratories.

(c) and (d) The recommendations of the Task Force are under consideration of the Government.

Undernourished persons in the country

898. DR. KRUPASINDHU BHOI: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) the number of persons who are undernourished in the country and the number of women and children out of them;

(b) the steps taken to look into the problem with the results achieved so far;

(c) whether any comprehensive plan has been drawn to fight undernourishment, if so, the salient features thereof; and

(d) the steps envisaged to fight undernourishment on a war footing with the aid received from the FAO and other agencies and the allocation made by Government for the purpose for the year?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) As per surveys conducted by National Nutrition Monitoring Bureau in 8 States (Andhra Pradesh, Gujarat, U.P., Tamil Nadu, West Bengal, Orissa, Karnataka and Kerala) in 1980, 4.7% of the children in the age group of 1—5 years suffer from severe degree of malnutrition. The number of malnourished men/women is not available.

(b) and (c) The Government are implementing the following schemes to deal with the problems of malnutrition. The details of the schemes implemented by various Ministries are as under:—

1. Ministry of Health & Family Welfare:

(i) Prophylaxis programme against anaemia for the benefit of women and children by the Ministry of Health and Family Welfare.

(ii) Prophylaxis programme against Vitamin 'A' deficiency leading to blindness among children in the age group of 1—5 years.

2. Ministry of Social Welfare:

(i) Special Nutrition Programme to provide supplementary nutrition to children —below six years, expectant and nursing mothers living in the poverty stricken areas of urban slums/tribal and backward rural areas.

(ii) Integrated Child Development Services providing a package of early childhood services consisting of supplementary nutrition, immunization, health check-up, referral services, nutrition and health education and non-formal education to children before six years of age, and expectant/nursing mothers.

(d) The Government of India have been receiving food aid from the F.A.O. under the World Food Programme since 1976. Under the project, supplementary nutrition is provided to pre-school children below 6 years, pregnant women and nursing mothers from the vulnerable sections of society. The Project is currently in its expansion phase III and is targeted to cover 20 lakhs beneficiaries till 30 April, 1983. The programme is being implemented in ten States viz. Assam, Bihar, Gujarat, Kerala, Madhya Pradesh, Maharashtra, Orissa, Rajasthan, Uttar Pradesh and West Bengal.

Similarly, CARE provides food commodities for the supplementary nutrition programme for pre-school children. This programme is operating in 14 States viz. Andhra Pradesh, Maharashtra, Orissa, Bihar, Gujarat, Haryana, Karnataka, Kerala, Madhya Pradesh, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh, West Bengal and the Union Territory of Pondicherry.

Funds for protection of ancient monuments

899. SHRIMATI JAYANTI PATNAIK: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the amount earmarked towards preservation and repairing of ancient centrally protected monuments during the Sixth Plan period;

(b) the State-wise funds allocated for the preservation and repairing of

the ancient centrally protected monuments during the current Plan period so far; and

(c) the amount proposed to be spent for the preservation of ancient monuments during the current Financial year in different States?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Rs. 600 lakhs has been earmarked for the Survey under the Plan Scheme during the Sixth Plan period. This also includes provision towards preservation and repairing of the protected monuments. Actual allocation and amounts sanctioned in the budget for repair works are on the basis of approved annual programmes.

(b) and (c) A statement of information is attached.

Statement

Name of State	Year	Amount Allocated under Plan	Remarks
1	2	3	4
Andhra Pradesh	1980-81 1981-82 1982-83	20,000 .. 5,000 25,000	An amount of Rs. 17 lakhs was withdrawn under Special Repairs (Plan) fund during 1980-81 and adjusted for allotment under Special Repairs (Non-Plan) funds.
Assam	1980-81 1981-82 1982-83		
Bihar	1980-81 1981-82 1982-83		
Delhi	1980-81 1981-82 1982-83	 56,000 56,000	

1	2	3	4
Goa, Daman & Diu	1980-81 1981-82 1982-83	.. 1,05,000	

		1,05,000	

Gujarat	1980-81 1981-82 1982-83	30,000 .. 20,000	

		50,000	

Haryana	1980-81 1981-82 1982-83	..	

Himachal Pradesh	1980-81 1981-82 1982-83	35,000 .. 70,000	

		1,05,000	

Jammu and Kashmir	1980-81 1981-82 1982-83	.. 1,34,000	

		1,34,000	

Karnataka	1980-81 1981-82 1982-83	50,000 .. 90,000	

		1,40,000	

Kerala	1980-81 1981-82 1982-83	..	

Madhya Pradesh	1980-81 1981-82 1982-83	..	

1	2	3	4
Maharashtra	1980-81 1981-82 1982-83	17,000 70,000 65,000	
		1,52,000	
Orissa	1980-81 1981-82 1982-83	18,000 .. 45,000	
		63,000	
Pondicherry	1980-81 1981-82 1982-83	 15,000	
		15,000	
Punjab	1980-81 1981-82 1982-83		
Rajasthan	1980-81 1981-82 1982-83	 45,000	
		45,000	
Tamil Nadu	1980-81 1981-82 1982-83		
Tripura	1980-81 1981-82 1982-83		
Uttar Pradesh	1980-81 1981-82 1982-83	47,000 .. 1,80,000	
		2,27,000	
West Bengal	1980-81 1981-82 1982-83		

These form expenditure on regular and special conservation programme of important monuments.

Name of State	Amount Allocated during the year
	Rs.
Andhra Pradesh	4,02,000
Assam	28,000
Bihar	3,19,000
Delhi	26,09,000
Goa, Daman & Diu	3,48,000
Gujarat	4,17,000
Haryana	69,500
Himachal Pradesh	1,35,000
Jammu & Kashmir	4,03,500
Karnataka	8,45,000
Kerala	1,06,000
Madhya Pradesh	8,60,000
Maharashtra	4,96,000
Orissa	4,33,000
Punjab	90,000
Rajasthan	3,55,000
Tamil Nadu	5,22,000
Tripura	4,000
Uttar Pradesh	10,20,000
West Bengal	1,75,000

Target date of completion of construction work of Koraput-Rayagada rail link

900. SHRIMATI JAYANTI PAT-
NAIK: Will the Minister of RAIL-
WAYS be pleased to state:

(a) the target date for the comple-
tion of construction of the Koraput
Rayagada rail link in Orissa;

(b) the progress made in the cons-
truction work of the above rail link;
and

(c) the efforts made to complete the
construction work before the expiry
of the target date?

THE MINISTER OF STATE IN
THE MINISTRY OF RAILWAYS
(SHRI C. K. JAFFER SHARIEF): (a)
to (c) The completion of the Koraput-
Rayagada line will depend entirely on
the availability of funds. Subject to
availability of resources, efforts are
being made to complete this line by
1986-87. The work has been taken up
in the first phase between Koraput
and Machiliguda (19.65 Kms) and is
in progress.

Track Renewal Work

901. SHRIMATI JAYANTI PATNAIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the track renewal arrears in the Indian Railways have accumulated and are increasing every year;

(b) if so, the reasons thereof; and

(c) the programme proposed to be undertaken by the Railways in 1983-84 to expedite the track renewal work?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes.

(b) Main reasons for accumulation of arrears are shortage of funds and steep escalation in prices of P. Way materials resulting in the actual renewals carried out falling short of arisings.

(c) During 1983-84 it is proposed to renew about 2350 kms. of Track at a net cost of about Rs. 220 crores.

Deluxe buses

902. SHRI HARISH KUMAR GANGWAR: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether D.T.C. is charging the commuters higher fares by way of Deluxe buses, some of which are not worthy of that category; and

(b) if so, will a survey of all such buses be undertaken to remove from the category of deluxe buses and indicate the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHR Z. R. ANSARI): (a) and (b) The D.T.C. has provided

Deluxe buses on various routes without disturbing the schedule of ordinary services. These buses have been provided for commuters who can afford to pay a little more for comfortable journey. Only such buses are operated as Deluxe buses which have cushioned seats and are in good condition. A committee of Senior Officers has been constituted to check the Deluxe buses about their condition and worthiness to be operated as Deluxe Buses.

Spread of herpes

903. SHRI HARISH KUMAR GANGWAR: Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that the Capital is in the grip of herpes, an agonising painful and contagious skin virus for which there is no cure;

(b) if so, reasons for spread of this disease and what steps the Government are taking to fight it; and

(c) how many cases have been reported, with details thereof and what are the symptoms of the disease?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No. From the available information there does not appear to be an unusual increase in the cases of herpes in the capital.

(b) Does not arise. However the facilities for diagnosis and treatment are available in all the hospitals in Delhi.

(c) The information received from the various hospitals with regard to

cases seen during the year 1982 are given below:—

	Herpes Zoster	Herpes Simplex	Total
1. All India Institute of Medical Sciences	53	28	81
2. Dr. R. M. Lohia Hospital	175	49	224
3. Lok Nayak Jayprakash Narayan Hospital	105	—	105
	333	77	410

Herpes Simplex is caused by a virus and it is characterised by a small group of vascular lesions which even without treatment tends to heal in 7-8 days time. This disease does not cause any disability or deformity, etc.

Herpes Zoster is caused by a virus-varicella group, which causes chicken pox. This disease is characterised by again a group of water blisters which appear along the course of the nerve. This is a painful condition and one attack of the disease produces moderate immunity so that the patient does not get further attacks of the disease. In some cases, post-herpatic pain persists for some time.

Rourkela Express Accident of S.E. Railway

904. SHRI NARAYAN CHOUBEY:
SHRI LAKSHMAN
MALLICK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Rourkela Express on the S.E. Railways had met with

an accident in the first week of December, 1982;

(b) what were the causes of the accident;

(c) how many people died and injured in that accident and how many were paid compensation;

(d) for how many days the train services were disrupted due to the accident;

(e) amount of loss to the Railways including the loss due to closure of traffic;

(f) whether a relief crane on way to Rourkela from Kharagpur also got derailed at Kharagpur and relief work could not be started in time for this;

(g) whether the Railway Minister had been camping at Kharagpur at the time of accident;

(h) if so, did he visit the place of the accident; and

(i) if not, reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Yes, Rourkela Express had met with an accident on 2-12-1982, on South Eastern Railway.

(b) According to preliminary findings of Commissioner of Railway Safety, South Eastern Circle, who enquired into the accident, the accident took place due to failure of Railway staff. His final report is awaited.

(c) In this accident 9 persons were killed and 41 injured, 9 grievously. No compensation to the victims of the accident has been paid so far. However, an exgratia payment of Rs. 61,250 has been arranged to the next of kin of those killed and to the injured passengers.

(d) As a result of this accident train services were interrupted for about 53 hrs.

(e) The estimated cost of damage to Railway property, on account of the accident, was Rs. 63 lacs.

No separate statistics of earnings by individual services are maintained.

(f) Yes. But there was no delay in starting relief operation as Relief Trains from Chakradharpur and Bondamunda had arrived at the site of accident without delay.

(g) Yes.

(h) and (f) No. It was not considered necessary.

Proposal to start P.O.H. of electric locos in Kharagpur workshop

905. SHRI NARAYAN CHOUBEY: Will the Minister of RAILWAYS be pleased to refer to his reply given in Unstarred Question Number 750 dated 7 October, 1982 regarding periodic overhauling of Electric locos at Kharagpur and state:

(a) progress made to implement the said proposal; and

(b) if no progress had yet been made, what are the reasons for the same?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Proposal to set up capacity for POH to electric locomotives at Kharagpur is under consideration of the Ministry of Railways. Final decision will be taken depending on availability of funds, all Indian Railways requirement of electric locomotive POH vis-a-vis capacity available and the workshops capacities released due to reduction in steam locomotive workload of Kharagpur Workshop and other major workshops of the Indian Railways located on Electrified sections with easy access to the electric locomotives.

Visit of officials to Non-aligned capitals

906. SHRI RAMJIBHAI MAVANI:

SHRI A. NEELALOHITHA-DASAN NADAR:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that senior Officials of the External Affairs Ministry have had series of consultations during the last two or three months with leading members of the non-aligned movement to ensure wider area of consensus on official issue before the 7th Non-aligned Summit;

(b) if so, the outcome thereof;

(c) whether Secretary of External Affairs Ministry and other officials have visited Pakistan, Nepal, Afghanistan and a number of other countries in connection with the 7th Non-aligned Summit and had useful consultations with their counterparts and heads of States; and

(d) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) and (c) Yes, Sir. Consultations with a number of countries have taken place at various levels.

(b) and (d) The consultations held with various member countries are intended to broaden the area of agreement and co-operation among member countries on various issues likely to figure at the Conference. The suggestions received and views expressed in the course of these consultations on the procedural as well as substantive issues will provide useful input in the preparations and documentation for the Summit.

Talks with Gujarat minister of Education

907. SHRI RAMJIBHAI MAVANI: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether the Minister of Education and Culture of Gujarat have held talks with Central Ministers and officials of Education Department regarding various problems and issues of Education of Gujarat during the last six months;

(b) if so, the outcome thereof;

(c) whether Gujarat Government have asked for more allocation of funds on various plans and projects of various educational and cultural schemes of Gujarat; and

(d) if so, the details thereof and action taken by Centre to enhance allocations, grants and funds thereof?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) No, Sir.

(b) Does not arise.

(c) and (d) For Education and Culture, the Gujarat State Government had proposed an Outlay of Rs. 1587 lakhs in the annual Plan for 1983-84 against which a provision of Rs. 1427 lakhs was agreed to finally in the meeting between the State Chief Minister and the Deputy Chairman of the Planning Commission on 12-1-1983.

Non-achievement of aims and objects by Social Welfare Boards

908. SHRI B. V. DESAI: Will the Minister of SOCIAL WELFARE be pleased to state:

(a) whether the Central Social Welfare Board has suggested to the Planning Commission to set up a cell in the Commission to deal exclusively with social service schemes;

(b) if so, whether the Planning Commission has accepted the suggestion;

(c) if so, what are the other suggestions made by the Central Social Welfare Board to the Government;

(d) whether the Central Social Welfare Board has not been able to fulfil the aims and objects for which this Board was set up;

(e) if so, whether it needs overhauling and whether the Government are considering to take necessary measures in this regard;

(f) whether the States Social Welfare Boards have also not been able to achieve the aims and objects; and

(g) if so, what are the main reasons for the same?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) Yes, Sir.

(b) No, Sir.

(c) The other suggestions were that the Central Social Welfare Board be associated with the implementation of the 20-Point Programme and that some of the ICDS projects might be entrusted to them for implementation.

(d) The Central Social Welfare Board has fulfilled its aims and objects very satisfactorily over the years.

(e) Does not arise.

(f) The State Boards are actively supporting and implementing the programmes taken by the Central Social Welfare Board and are thus fulfilling the aims and objectives for which they have been set up.

(g) Does not arise.

Disparity in University Grants Commission grants to different Universities

909. PROF. P. J. KURIEN: Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether there is huge disparity in U.G.C. grants sanctioned to different Universities;

(b) whether the amount of grants sanctioned to Universities is not proportionate to the strength of the students;

(c) whether Kerala University has complained against this; and

(d) if so, Government's reaction and the action taken in this matter?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b) The quantum of grants sanctioned by the U.G.C. to each University is determined on the basis of several factors. These include the types and levels of courses offered, the student and faculty strength, the stage of development, the progress of implementation of schemes already approved, and so on. These grants are not determined on the basis of student enrolment alone.

(c) and (d). During the current Plan, the Commission has not allocated more than Rs. 1.00 crores to any University for its general development. The Kerala University is among the group of Universities which have been allocated Rs. 1.00 crores. The University had, however, requested for an increase in this allocation, but the Commission was unable to accept the request within the resources available at its disposal.

Production target of Cochin Shipyard

910. PROF. P. J. KURIEN:

SHRI XAVIER ARAKAL:

Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the target of production of Cochin Shipyard;

(b) whether this target has been achieved;

(c) if not, the reasons therefor and the steps Government propose to take to achieve the target;

(d) number of ships built, so far; and

(e) whether there is any plan for expanding facilities of Cochin Shipyard?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): (a) According to present plans, Cochin Shipyard is expected to complete and deliver six ships of 75000 DWT each by 1985. The targets fixed for 1982-83 are delivery of one ship (002), Floatout of one (003), Keel laying of one (004) in shipbuilding and 2,00,000 GRT with a financial target of Rs. 3.75 crores in shiprepair.

(b) It is expected that targets fixed for 1982-83 in shipbuilding will be achieved by the end of March 1983. The financial target for shiprepair has already been achieved.

(c) Does not arise.

(d) One ship of 75000 DWT has been delivered so far. The second ship also of 75,000 DWT is getting ready for delivery.

(e) Not yet.

Conversion of Tiruvalla-Pathanamthitta-Punaloor Railway line

911. Prof. P. J. KURIEN: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have received representation requesting for the construction of Tiruvalla-Pathanamthitta-Punaloor railway line and Chenganoor-Kottarakara Trivandrum railway line; and

(b) if so, Government's reaction thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):
(a) Yes.

(b) There is no proposal at present for construction of the above lines due to scarcity in resources position.

Bypassing of Malwan Port by Coastal Shipping Service between Bombay and Panaji

912. PROF. MADHU DANDAVATE: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) whether it is a fact that the coastal shipping service from Bombay to Panaji bypasses the Malwan Port on the Konkan coast of Maharashtra;

(b) if so, the reasons thereof; and

(c) whether expeditious steps will be taken to open the port Malwan to shipping services?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) Yes, Sir.

(b) The elimination of Malwan Port from the itinerary of passenger vessels was due to the Port being tidal and the number of vessels having been reduced from 5 to 2 in December 1972, when one of the vessels ran aground at Malwan Port and was declared as a total loss. It is not possible to call at Malwan and

yet maintain the punctuality of the service.

(c) The Mogul Line Limited do not propose to include Malwan Port in the itinerary of passenger vessels, as the two ships operated on this service cannot call at more than four ports due to constraints of their speed and the need to maintain the sailing schedules and punctuality in this service.

केन्द्रीय सरकार स्वास्थ्य सेवा योजना के औषधालय

913. श्री भीम सिंह:

श्री सत्येन्द्र नारायण सिंह:

डा. सुब्रह्मण्यम स्वामी:

क्या स्वास्थ्य और परिवार कल्याण मंत्री यह बताने की कृपा करेंगे कि:

(क) केन्द्रीय सरकार स्वास्थ्य योजना के औषधालय खोले जाने का मापदण्ड क्या है, और

(ख) उन स्थानों के नाम क्या हैं जहाँ पर पिछले तीन वर्षों में ऐसे औषधालय खोले गए हैं और उनका कुल संख्या कितनी है।

स्वास्थ्य और परिवार कल्याण मंत्रालय में उप मंत्री (कुमारी कुमुद बेन जोशी): (क) केन्द्रीय सरकार स्वास्थ्य योजना का एलोपैथिक औषधालय उस कालोनी में क्षेत्र में खोला जाता है जहाँ पर 3 किलोमीटर के घेरे में केन्द्रीय सरकार के काम से कम 2000-2500 कर्मचारी रहते हैं।

(ख) पिछले तीन वर्षों के दौरान दिल्ली, गुड़गांव (हरियाणा) बम्बई, कलकत्ता, नागपुर, मद्रास हैदराबाद, टिना, लखनऊ, पूर्ण तथा कनपुर में 26 एलोपैथिक औषधालय खोले गये।

Implementation of recommendations of the Railway Reforms Committee

914. SHRI JAI NARAYAN ROAT:
SHRI SHANTUBHAI PATEL:
SHRI MOHAMMAD ASRAR
AHMAD:

Will the Minister of RAILWAYS be pleased to state:

(a) what are the main recommendations of the Railway Reforms Committee;

(b) whether Government have examined the report; and

(c) if so, action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The Railway Reforms Committee is submitting its report in parts. So far, 6 parts have been received as indicated below:

Part	Subject
I	Resources for Renewals, replacements of Assets, Safety and Accidents Prevention.
II	Long term Perspectives on different aspects of Rail-borne Transportation.
III	Track, Bridges and Lands.
IV	Railway Reserve Fund.
V	Production and Maintenance of Rolling Stock.
VI	Fare and Freight Structure.

(b) and (c) These parts of the Report are being processed by the Government and 94 recommendations have already been accepted fully or with modification.

Population of India and China

915. **SHRI JAI NARAYAN ROAT:** Will the Minister of HEALTH AND FAMILY WELFARE be pleased to state:

(a) whether it is a fact that India is overtaking China in population; and

(b) if so, the details and the present population of both the countries?

THE MINISTER OF STATE IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (SHRIMATI MOHSINA KIDWAI): (a) No reliable information is available. However, based on whatever infor-

mation is thrown up in this regard, there is no likelihood of India overtaking China in population in near future.

(b) Population of India according to 1981 Census was 685 million and the population of China according to Census conducted in 1982 was 1032 million (including Taiwan Province).

बिलास और बार के बीच रेल लाइन बिछाने के सम्बन्ध में सर्वेक्षण

916. **श्री वृद्धि चन्द्र जैन:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान राज्य में बिलारा और बार के बीच रेल लाइन बिछाने के लिए सर्वेक्षण कार्य के सम्बन्ध में अब तक कितनी प्रगति हुई है; और

(ख) इस लाइन पर कार्य कब तक आरम्भ हो जाने की सम्भावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री सो. के. जफर शरीफ): (क) और (ख) राजस्थान राज्य में बिलाड़ा से बार तक एक नई मीटर लाइन का सर्वेक्षण कार्य प्रगति के अग्रिम चरणों में है। बहरहाल इस लाइन के निर्माण का निर्णय सर्वेक्षण रिपोर्ट की जांच हो जाने तथा योजना आयोग से इसकी स्वीकृति प्राप्त हो जाने के पश्चात् ही लिया जायेगा वरन् कि संसाधन उपलब्ध हों।

News item captioned 'Red Tape Bogs Down Archaeology Deptt.'

917. **SHRI M. RAMGOPAL REDDY:**
SHRI SUBHASH YADAV:

Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) whether attention of Government has been drawn to the press reports appeared in the Hindustan Times dated the 30 December, 1982 under the caption 'Red tape bogs down Archaeology Department';

(b) whether Government have inquired into the working of the Department of Archaeology during the last five years;

(c) if so, details thereof;

(d) whether it is a fact that this organisation at present spends Rs. 7.5 crores out of its total budget of Rs. 9 crores on payment of salaries, leaving very little money to undertake care and restoration of monuments declared to be of national importance; and

(e) steps taken or proposed to be taken to improve the working of this organisation?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) to (c). The Government has set up an Expert Group to go into the working of Archaeological Survey of India in January, 1983. The Expert Group is likely to submit its report by the end of July, 1983.

(d) The revised budget estimate of Archaeological Survey of India is Rs. 8,56,69,000 for 1982-83, out of which Rs. 4,66,95,000 are for payment of salaries to the staff which includes the salaries of the Conservation staff maintained for the preservation and repairs to monuments.

(e) Same as against (a), (b) and (c).

Indians and Pakistanis in each other Jails

918. SHRI M. RAMGOPAL REDDY:
SHRI RAM VILAS PASWAN:
SHRI SUBHASH YADAV:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether it is a fact that a number of Indians are in Pakistani jails and Pak prisoners in Indian jails;

(b) if so, the number of such persons in the jails of both the countries and their details;

(c) whether this matter was discussed at Foreign Secretary meeting

held in New Delhi on 22 December, 1982 and if so, the outcome thereof; and

(d) steps taken or proposed to be taken by the Indian Government for their repatriation?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI A. A. RAHIM): (a) Yes Sir.

(b) According to our information over 350 Indian nationals are believed to have been detained in various Pakistan jails. The number of Pakistani nationals detained in India is around 200.

(c) The matter has been regularly discussed with the Government of Pakistan. It was also discussed both during the visit of Pak Foreign Secretary to India in December 1982 and that of Secretary, Ministry of External Affairs to Islamabad in January, 1983.

(d) There has been a preliminary exchange of lists of detenus. It has been agreed that the two countries will give the remaining information to each other by March 1, 1983. The modalities for the repatriation of the detenus were also discussed.

Steps taken to make Ring Railway popular

919. SHRI RAM GOPAL REDDY:
SHRI T. R. SHAMANNA:
SHRI MOHAN LAL PATEL:
SHRI ARJUN SETHI:

Will the Minister of RAILWAYS be pleased to state:

(a) the reasons why Delhi Ring Railway has not gained popularity;

(b) the expenditure involved for the construction of Ring Railway in Delhi;

(c) whether any steps have been taken by the Government to make Ring Railway popular; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) The Ring Railway in Delhi has not gained popularity mainly on account of disinclination of the commuters to patronise bi-modal form of transport.

(b) The cost of the Project as sanctioned was Rs. 34.18 crores.

(c) Efforts have been made to popularise the Ring Railway by issue of combined monthly season tickets with the Delhi Transport Corporation.

(d) Does not arise.

Recommendations by National Seminar on Educational Journalism

920. **SHRI NITYANANDA MISRA:** Will the Minister of EDUCATION AND CULTURE be pleased to state:

(a) the details of recommendations made at the National Seminar on Educational Journalism held in New Delhi in the last week of January this year; and

(b) the action proposed to be taken by Government thereon?

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): (a) and (b). With a view to giving a fillip to educational journalism, the National Council for Educational Research and Training (NCERT) organised a National Seminar at New Delhi on the 28th and 29th January, 1983. The Seminar made a number of recommendations details of which are given in the attached statement

The recommendations will have to be considered at various levels and by different institutions such as universities and other institutions of higher learning. NCERT will examine the possibility of implementation of

recommendations which are of specific concern to it. It also proposes to bring out a special Issue of Journal of Indian Education to give publicity to these recommendations.

Statement

Details of recommendations made by the National Seminar

1. NCERT should take lead in organising periodic briefing sessions for working journalists in the area of education, more specially school education. The details for these sessions may be worked out in consultation with competent media men.

2. NCERT may organise a workshop for suggesting an appropriate organisational system for adoption as prospective communications divisions in educational institution.

3. NCERT may recommend to the universities offering M.Ed. courses to adopt a unit in teaching about problems of communications and the media. The details of this recommendation may be worked out by National Council of Teacher Education or some other body concerned with this area.

4. The possibility of teaching educational journalism as an optional subject/course where journalism courses are offered be considered by schools or departments of journalism.

5. A study of the present day educational journals in the country be undertaken by NCERT from the point of view of contents and their improvement, if necessary, through a workshop to which public relations and media people and journalism teachers may be invited, as resource persons.

6. The apex educational agencies be requested to set up an educational news features service based in Delhi. This agency can coordinate and make available news and features to different media agencies of press, radio, T.V., and educational journals.

7. The seminar recommends the setting up of Communication Cells/Units in all major educational policy making, teaching and research organisations to script, edit and disseminate with expertise news relevant nature to stimulate the flow of educational news, views and relevant research findings.

8. NCERT should serve as an apex coordinating body for educational journals both for receiving and giving news or educational nature. It may also conduct workshops for editorial staff of educational journals.

9. Optimum use of regional languages be promoted to disseminate educational news to various journals and other media; so as to further educational journalism in regional languages.

10. NCERT News-letter and other educational journals should be sent to all universities and high schools in the country.

11. Open House system be adopted by educational institutions.

12.00 hrs.

(Interruptions)

SHRIMATI GEETA MUKHERJEE (Panskura): A very serious thing has occurred in Delhi recently. School girls have been stabbed . . .

(Interruptions)

MR. SPEAKER: Give me something in writing.

DR. SUBRAMANIAM SWAMY (Bombay North East): The law and order in Delhi has become once again very bad. In JNU . . .

(Interruptions)

श्री अटल बिहारी वाजपेयी (नई दिल्ली): अध्यक्ष, जी, सबसे आपत्ति की बात यह नहीं कि जनता के चुने हुए प्रतिनिधि कानून

अपने हाथ में ले रहे हैं, हत्याएँ, डकैतियाँ बढ़ गई हैं और बलात्कार हुए हैं ।

अध्यक्ष महोदय: नहीं-नहीं । (व्यवधान)

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): It concerns the rights of the Members of this House. A letter addressed to the MP had been censored by the postal authority. I seek your protection.

MR. SPEAKER: I don't think so.

SHRI SATYASADHAN CHAKRABORTY: What is the government doing? This is very important. We are going to lose our rights. (Interruptions).

SHRI SOMNATH CHATTERJEE (Jadavpur): It is written by one member to another member. This is very important. We are going to lose our rights.

MR. SPEAKER: You give us in writing.

(Interruptions)

MR. SPEAKER: I will look into it.

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE: You go through the whole matter. (Interruptions). Our fundamental rights have been encroached upon. The privileges of the Members of Parliament are also involved. (Interruption).

श्री आर. एन. राकोश (चैल): बरौनी-कानपुर पाइप लाइन फट जाने के कारण तीन लोगों की मृत्यु हो गई है, सैकड़ों लोग घायल हो गए हैं और पांच-सौ से अधिक घर जल गए हैं इस पर भी सरकार अभी कुछ नहीं कर रही है । यह मेरे क्षेत्र का मामला है

(व्यवधान)

MR. SPEAKER: Don't record. Don't shout. I will look into it.

(Interruptions)

MR. SPEAKER: Don't record whatever he speaks.

(Interruptions)**

श्री राम विलास पासवान (हाजीपुर) : अध्यक्ष जी, मेरा कहना यह था कि चक्रवर्ती जी ने अभी आपका ध्यान हम लोग जो टेली-ग्राम करते हैं या चिट्ठियां भेजी हैं, इस ओर खाना है। हम लोग टेलीग्राम करते हैं, कब पहुंचते... (व्यवधान)

MR. SPEAKER: I will look into it.

श्री राम विलास पासवान: यह बहुत ही सीरियस मामला है। आप इसका स्पष्ट कीजिए। मैम्बर्स के टेलीग्राम और चिट्ठियां नहीं पहुंच रही हैं, यह संसदीय का कौन-सा तरीका है।

श्री हरिकेश बहादुर (गोरखपुर): सरकार पीने के पानी की व्यवस्था नहीं कर पा रही है। जो प्याऊ बने हुए हैं वह भी तोड़ जा रहे हैं।

अध्यक्ष महोदय: लिख कर दीजिए।

SHRI MAGANBHAI BAROT (Ahmedabad): 9t 12 Willingdon Crescent, police acted high-handedly. Our people had been arrested. The piao had been broken and the photo of Sanjay Gandhi had been smashed. In protest, we walk out of the House.

12.03 hrs.

(At this stage, Shri Maganbhai Barot and Shri Kalpnath Sonkar left the House).

MR. SPEAKER: Nothing goes on record.

(Interruptions)**

MR. SPEAKER: I would like the hon. members to know that when certain things agitate their mind, they should write to me. In this way, you cannot get redress. Just let me have in writing any grievance so that we can tackle these problems and deal with them effectively. This is not the way of doing it.

(Interruptions)**

MR. Speaker: I will do it.

SHRI NIREN GHOSH rose—

MR. SPEAKER: Shri Ramavatar Shastri.

SHRI NIREN GHOSH (Dum Dum): Sir, I am here.

MR. SPEAKER: I did not notice you. I have to safeguard the interest of my friend. We are the long and short of Parliament.

श्री रामावतार शास्त्री (पटना): अध्यक्ष जी, मुल्क के 25 हजार जंगल इन्वयोरेंस एमालाईश ने कब हड़ताल की। उनकी मांग आप जागते हैं। सुप्रीम कोर्ट के फैसले के बवजूद महंगाई शता... (व्यवधान) ...

MR. SPEAKER: I have got it. It is under my consideration. It is with me.

श्री जयपाल सिंह कश्यप (अंताला): माननीय अध्यक्ष, महोदय, मैंने विशेषाधिकार हनन का मामला बदायू की पुलिस के खिलाफ दिया है, वह किस तरह में कार्यकर्ताओं को तंग कर रही है।... (व्यवधान)

MR. SPEAKER: I have it. It is under my consideration.

श्री सत्यनारायण जटिया (उज्जैन): अध्यक्ष महोदय, "हिन्दुस्तान समाचार" में एक समाचार प्रकट हुआ है.....

अध्यक्ष महोदय समाचार तो राज गिकलते रहते हैं, कौन सी नई बात है?

श्री सत्यनारायण जटिया:

"The Patel Nagar Police were today investigating a complaint that . . .

MR. SPEAKER: That is nothing. I do not depend upon hearsay.

(Interruptions)**

अध्यक्ष महोदय: ऐसी खबरों पर न जाइये।

That is nothing. I do not depend upon hearsay.

SHRI ANANTHA RAMULU MALLU (Nagarkurnool): I am from Andhra Pradesh. Eighty-six Harijans have become homeless in Andhra Pradesh.

MR. SPEAKER: That is a State subject.

SHRI ANANTHA RAMULU MALLU: That is a Harijan problem. That concerns the Harijans. Eighty-six persons have become homeless and four persons have been killed.

MR. SPEAKER: I will look into it.

SHRI ANANTHA MAMULU MALLU: It is a serious problem. It is a political problem. The Telugu Desam people have attacked the Congress people.

MR. SPEAKER: I will see.

SHRI NIREN GHOSH: A serious situation has been created in West Bengal because of the continuous exodus of refugees from Assam to Alipur Duar. It will create a law and order problem. The State is suffering from financial constraints. What is the Centre doing about it to stop the inflow, as well as to care for those who have come to Alipur?

MR. SPEAKER: I have already allowed a statement under 377 on this subject. It was even mentioned the day before by the Prime Minister. She referred to it.

SHRI SATYASADHAN CHAKRABORTY: Now that the Prime Minister is here, I want to ask about the refugees who have crossed over to West Bengal.

MR. SPEAKER: No, not now.

Mr. Ghani Khan Chaudhuri, let me get on with the Papers laid on the Table, and then you can go ahead.

Shri Z. R. Ansari.

12.06 hrs.

PAPERS LAID ON THE TABLE

Overall Dimensions of Transport Vehicles and Tyres Rules, 1982, Review on and Annual Report of Central Inland Water Transport Corporation Ltd. Calcutta for 1981-82. Review on and Annual Report of Dredging Corporation of India Ltd., New Delhi for 1981-82, Annual Accounts of Kandla Port Trust, Mormugao Port Trust for 1981-82 etc.

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI): I beg to lay on the Table:

(1) A copy of the Overall Dimensions of Transport Vehicles and Tyres rules, 1982 (Hindi and English versions) published in Notification No. G.S.R. 846(E) in Gazette of India dated the 10th December 1982 under sub-section (4) of section 133 of the Motor Vehicles Act, 1939. [Placed in Library. See No. LT-5815/83].

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1969:—

(a) (i) Review by the Government on the working of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1981-82.

(ii) Annual Report of the Central Inland Water Transport Corporation Limited, Calcutta, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-5816/83].

(b) (i) Review by the Government on the working of the Dredging Corporation of India Limited, New Delhi, for the year 1981-82.

[Shri Z. R. Ansari]

(ii) Annual Report of the Dredging Corporation of India Limited, New Delhi, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon. [Placed in Library. See No. LT-5817/83].

(3) A copy each of the following papers (Hindi and English versions) under sub-section (2) of section 103 of the Major Port Trust Act, 1963:—

(i) Annual Accounts of the Kandla Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5818/83].

(ii) Annual Accounts of the Mormugao Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5819/83].

(iii) Annual Accounts of the Tuticorin Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5820/83].

(iv) Annual Accounts of the Madras Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5821/83].

(v) Annual Accounts of the Bombay Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5822/83].

(vi) Annual Accounts of the Calcutta Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5823/83].

(vii) Annual Accounts of the New Mangalore Port Trust for the year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5824/83].

(viii) Annual Accounts of the Visakhapatnam Port Trust for the

year 1981-82 and the Audit Report thereon. [Placed in Library. See No. LT-5825/83].

(4) A copy of the Annual Report (Hindi and English versions) of the Shipping Development Fund Committee for the year 1981-82 together with Accounts and the Audit Report thereon under sub-section (6) of section 16 of the Merchant Shipping Act, 1953. [Placed in Library. See No. LT-5826/83].

Indian Telegraphs (Third Amendment) Rules, 1983

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI V. N. GADGIL): I beg to lay on the Table a copy of the Indian Telegraphs (Third Amendment) Rules, 1983 published in Notification No. G.S.R. 93(E) in Gazette of India dated the 21st February, 1983 under sub-section (5) of section 7 of the Indian Telegraph Act, 1885. [Placed in Library. See No. LT-5827/83].

Reviews on and Annual Reports of Boards of Apprenticeship Training (Southern Region) Madras for 1981-82, (Western Region) Bombay for 1981-82 and Statement for delay, Review on and Annual Report of Nehru Memorial Museum and Library for 1981-82 and Statement for delays Annual Reports—Statements of Accounts of Indian Council of Social Service Science for 1980-81 etc. etc.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): On behalf of Shrimati Sheila Kaul, I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Southern Region) Madras, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship Training (Southern Region), Madras, for the year 1981-82. [Placed in Library. See No. LT-5828/83].

(2) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Western Region), Bombay, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship Training (Western Region), Bombay, for the year 1981-82. [Placed in Library. See No. LT-5829/83].

(3) (i) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in Library. See No. LT-5829/83].

(4) (i) A copy of the Annual Report (Hindi and English versions) of the Nehru Memorial Museum and Library for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Nehru Memorial Museum and Library for the year 1980-81.

(5) A Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (4) above, [Placed in Library. See No. LT-5830/83].

(6) A copy of the Annual Report Part II—Statements of Accounts (Hindi and English versions) of the Indian Council of Social Science Research for the year 1980-81 together with Audit Report.

(7) A statement (Hindi and English versions) showing reasons for delay in laying the Annual Report mentioned at (6) above. [Placed in Library. See No. LT-5831/83].

(8) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Warangal, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Warangal for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Warangal for the year 1981-82.

(9) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (8) above. [Placed in Library. See No. LT-5832/83]

(10) (i) A copy of the Annual Report (Hindi and English versions) of the Motilal Nehru Regional Engineering College, Allahabad, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Motilal Nehru Engineering College, Allahabad, for the year 1981-82. [Placed in Library. See No. LT-5833/83].

(11) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Rourkela, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Rourkela, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Rourkela for the year 1981-82. [Placed in Library. See No. LT-5834/83].

[Shri P. K. Thungon]

(12) (i) A copy of the Annual Report (Hindi and English versions) of the National School of Drama, New Delhi, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National School of Drama, New Delhi, for the year 1981-82. [Placed in Library. See No. LT-5835/83].

(13) (i) A copy of the Annual Report (Hindi and English & versions) of Regional Institute of Technology, Jamshedpur, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Institute of Technology, Jamshedpur, for the year 1981-82. [Placed in Library. See No. LT-5836/83].

(14) (i) A copy of the Annual Accounts (Hindi and English versions) for the National Institute of Foundry and Forge Technology, Ranchi, for the year 1981-82 along with Audit Report thereon. [Placed in Library. See No. LT-5837/83].

(15) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training Institute (Western Region) Bhopal, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above. [Placed in Library. See No. LT-5838/83].

(16) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (15) above.

(17) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Silchar, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Silchar, for the year 1981-82. [Placed in Library. See No. LT-5839/83].

(18) (i) A copy of the Annual Report (Hindi and English versions) of the Malaviya Regional Engineering College, Jaipur for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Malaviya Regional Engineering College, Jaipur, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Malaviya Regional Engineering College, Jaipur for the year, 1981-82. [Placed in Library. See No. LT-5840/83].

(19) (i) A copy of the Annual Report (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Karnataka Regional Engineering College, Surathkal, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Karnataka Regional Engineering College, Surathkal, for the year 1981-82. [Placed in Library. See No. LT-5841/83].

(20) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of the Foundry and Forge Technology, Ranchi, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Foundry and Forge Technology, Ranchi, for the year 1981-82. [Placed in Library, See No. LT-5842/83].

(21) (i) A copy of the Annual Report (Hindi and English versions) of National Institute of Educational Planning and Administration, New Delhi, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Educational Planning and Administration, New Delhi, for the year 1981-82. [Placed in Library. See No. LT-5843/83].

(22) (i) A copy of the Annual Report (Hindi and English versions) of the Executive Committee of the Trustees of the Victoria Memorial Hall, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Executive Committee of the Trustees of the Victoria Memorial Hall, for the year 1981-82. [Placed in Library, See No. LT-5844/83].

(23) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (22) above. [Placed in Library, See No. LT-5844/83].

(24) A copy each of the following papers (Hindi and English versions) under sub-section (1), of section 619A of the Companies Act, 1956:

(i) Review by the Government on the Working of the Artificial Limbs Manufacturing Corporation of India Limited, Kanpur, for the year 1981-82.

(ii) Annual Report of the Artificial Limbs Manufacturing Corporation of India. Limited, Kanpur, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon [Placed in Library, See No. LT-5845/83].

(25) (i) A copy of the Annual Report (Hindi and English versions) of the School of Planning and Architecture, New Delhi, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the School of Planning and Architecture, New Delhi, for the year 1981-82.

(26) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (25) above. [Placed in Library, See No. LT-5846/83].

(27) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Durgapur, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Durgapur, for the year 1981-82. [Placed, in Library. See No. LT-5847/83].

(28) A copy each of the following papers (Hindi and English versions):—

(a) (i) Annual Report of the Indian Institute of Technology, Delhi, for the year 1981-82.

(ii) Annual Accounts of the Indian Institute of Technology Delhi, for the year 1981-82 together with Audit Report thereon.

(iii) Review by the Government on the working of the Indian Institute of Technology, Delhi, for the year 1981-82. [Placed in Library, See No. LT-5848/83].

[Shri P. K. Thungon]

(b) (i) Annual Report of the Indian Institute of Technology, Kanpur, Parts I and II, for the year 1981-82.

(ii) Annual Accounts of the Indian Institute of Technology, Kanpur, for the year 1980-81 together with Audit Report thereon.

(iii) Review by the Government on the working of the Indian Institute of Technology, Kanpur, for the year 1981-82. [Placed in Library, See No. LT-5849/83].

(c) (i) Annual Report of the Indian Institute of Technology Madras, for the year 1981-82 along with Accounts.

(ii) Review by the Government on the working of the Indian Institute of Technology, Madras, for the year 1981-82. [Placed in Library. See No. LT-5850-83]

(d) (i) Annual Report of the Indian Institute of Technology, Bombay, for the year 1981-82.

(ii) Review by the Government on the working of the Indian Institute of Technology, Bombay, for the year 1981-82,

(29) Four statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (28) above. [Placed in Library, See No. LT-5851/83]

(30) (i) A copy of the Annual Report (Hindi and English versions) of the Indian Council of Historical Research for the year 1980-81 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Indian Council of Historical Research for the year 1980-81.

(31) A statement (Hindi and English versions) showing reasons for delay in laying the papers men-

tioned at (30) above. [Placed in Library, See No. LT-5852/83].

(32) (i) A copy of the Annual Report (Hindi and English versions) of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 1981-82.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Institute of Higher Tibetan Studies, Varanasi, for the year 1981-82.

(33) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (32) above. [Placed in Library. See No. LT-5853/83].

(34) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training Institute (Eastern Region) Calcutta, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Technical Teachers Training Institute (Eastern Region), Calcutta, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Technical Teachers' Training Institute (Eastern Region), Calcutta; for the year 1981-82.

(35) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (34) above. [Placed in Library. See No. LT-5854/83].

(36) (i) A copy of the Annual Report (Hindi and English versions) of the Maulana Azad College, of Technology, Bhopal, for the year 1981-82.

(ii). A copy of the Annual Accounts (Hindi and English versions)

of the Maulana Azad College of Technology, Bhopal, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Maulana Azad College, of Technology, Bhopal, for the year 1981-82. [Placed in Library, See No. LT-5855/83].

(37) (i) A copy of the Annual Report (Hindi and English versions) of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Visvesvaraya Regional College of Engineering, Nagpur, for the year 1981-82. [Placed in Library, See No. LT-5856/83].

(38) (i) A copy of the Annual Report (Hindi and English versions) of the Board of Apprenticeship Training (Northern Region) Kanpur, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Board of Apprenticeship Training (Northern Region) Kanpur, for the year 1981-82.

(39) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (38) above. [Placed in Library, See No. LT-5857/83].

(40) (i) A copy of the Annual Report (Hindi and English versions) of the Technical Teachers' Training

Institute (Southern Region), Madras, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Technical Teachers' Training Institute (Southern Region) Madras, for the year 1981-82.

(41) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (40) above. [Placed in Library, See No. LT-5858/83].

(42) (i) A copy of the Annual Report (Hindi and English versions) of the Sardar Vallabhbhai Regional College of Engineering, and Technology, Surat, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Sardar Vallabhbhai Regional College of Engineering and Technology, Surat, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the +Sardar Vallabhbhai College of Engineering and Technology, Surat, for the year 1981-82. [Placed in Library, See No. LT-5859/83].

(43) (i) A copy of the Annual Report (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Kurukshetra, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Kurukshetra, for the year 1981-82. [Placed in Library. See No. LT-5860/83].

(44) (i) A copy of the Annual Administration Report (Hindi and

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English versions) of the Regional Engineering College, Tiruchirapalli, for the year 1981-82.

(ii) A copy of the Annual Accounts (Hindi and English versions) of the Regional Engineering College, Tiruchirapalli, for the year 1981-82 together with Audit Report thereon.

(iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Regional Engineering College, Tiruchirapalli, for the year 1981-82.

[Placed in Library, See No. LT-5861/83].

PROF. MADHU DANDAVATE (Rajapur): You have to give priority to Railways.

HOMOEOPATHY CENTRAL COUNCIL (ELECTION) AMENDMENT RULES, 1982 AND STATEMENT FOR DELAY

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUDBEN M. JOSHI): On behalf of Shrimati Mohsina Kidwai I beg to lay on the Table—

(1) A copy of the Homoeopathy Central Council (Election) Amendment Rules, 1982 (Hindi and English versions) published in Notification No. G.S.R. 576(E), in Gazette of India dated the 29th September, 1982 under sub-section (2) of section 32 of the Homoeopathy Central Council Act, 1973:—

(2) A statement (Hindi and English versions) showing reasons for delay in laying the Notification (1) above.

[Placed in Library. See No. LT-5862/83].

RAILWAYS RED TARIFF (FOURTH AMENDMENT) RULES, 1982, REVIEW ON AND ANNUAL REPORT OF INDIAN RAILWAY CONSTRUCTION COMPANY, NEW DELHI FOR 1981-82, REVIEW ON AND ANNUAL REPORT OF RAIL INDIA TECHNICAL AND ECONOMIC SERVICES LTD. NEW DELHI FOR 1981-82.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI C. M. JAFFER SHARIEF): I beg to lay on the Table:

(1) A copy of the Railways Red Tariff (Fourth Amendment) Rules, 1982 (Hindi and English versions) published in Notification No. G.S.R. 955 in Gazette of India dated the 27th November, 1982 issued under section 47 of the Indian Railways Act, 1890. [Placed in Library. See No. LT-5863/83].

(2) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—

(a) (i) Review by the Government on the working of the Indian Railway Construction Company Limited, New Delhi, for the year 1981-82.

(ii) Annual Report of the Indian Railway Construction Company Limited, New Delhi, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-5864/83].

(b) (i) Review by the Government on the working of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1981-82.

(ii) Annual Report of the Rail India Technical and Economic Services Limited, New Delhi, for the year 1981-82 along with Audited Accounts and the comments of the Comptroller and Auditor General thereon.

[Placed in Library. See No. LT-5865/83].

REVIEW ON AND ANNUAL REPORT OF NATIONAL INSTITUTE OF HOMOEOPATHY, CALCUTTA FOR 1980-81 AND STATEMENT FOR DELAY, REVIEW ON AND ANNUAL REPORT OF CENTRAL COUNCIL OF HOMOEOPATHY, NEW DELHI FOR 1981-82 REVIEW ON AND ANNUAL REPORT OF ALL INDIA INSTITUTE OF MEDICAL SCIENCES, NEW DELHI FOR 1981-82 ETC.

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (KUMARI KUMUD-BEN M. JOSHI): I beg to lay on the Table—

(1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Homoeopathy, Calcutta for the year 1980-81 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the National Institute of Homoeopathy, Calcutta, for the year 1980-81.

(2) A statement (Hindi and English versions) showing the reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-5866/83].

(3) (i) A copy of the Annual Report (Hindi and English versions) of the Central Council of Homoeopathy, New Delhi, for the year 1981-82 along with Audited Accounts.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Council of Homoeopathy, New Delhi, for the year 1981-82.

[Placed in Library. See No. LT-5867/83].

(4) (i) A copy of the Annual Report (Hindi and English versions) of the All India Institute of Medical Sciences, New Delhi, for the year 1981-82, under section 19 of the All India Institute of Medical Sciences Act, 1956.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the All India Institute of Medical Sciences, New Delhi, for the year 1981-82.

[Placed in Library, See No. LT-5868/83].

(5) (i) A copy of the Annual Report (Hindi and English versions) of the Post-graduate Institute of Medical Education and Research, Chandigarh, for the year 1981-82 under sub-section (4) of section 19 of the Post-graduate Institute of Medical Education and Research Chandigarh Act, 1966.

(ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Post-graduate Institute of Medical Education and Research Chandigarh for the year, 1981-82.

[Placed in Library. See No. LT-5869/83].

REVIEW ON AND ANNUAL REPORT OF NATIONAL BOOK TRUST INDIA, NEW DELHI FOR 1981-82 AND STATEMENT FOR DELAY.

THE DEPUTY MINISTER IN THE MINISTRIES OF EDUCATION AND CULTURE AND SOCIAL WELFARE (SHRI P. K. THUNGON): I beg to lay on the Table—

(1) A copy of the Annual Report (Hindi and English versions) of the National Book Trust, India, New Delhi, for the year 1981-82 along with Audited Accounts.

(2) A statement (Hindi and English versions) regarding Review by the Government on the working of the National Book Trust, India, New Delhi, for the year 1981-82.

(3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-5870/83].

MR. SPEAKER: Now, Mr. A. B. A. Ghani Khan Choudhuri.

12.20 hrs.

RAILWAY BUDGET, 1983-84

MR. SPEAKER: Now, the hon. Railway Minister.

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHAUDHURI): Mr. Speaker, Sir, I rise to present the Revised Estimates for 1982-83 and Budget Estimates for 1983-84 of the Indian Railways.

2. *Financial Results of 1981-82.*—before doing so, as is customary on such occasions, let me make a brief survey of the financial results of 1981-82. That year closed with a surplus of Rs. 46.59 crores, against Rs. 51.84 crores projected through the Revised Estimates, after meeting in full the current dividend liability of Rs. 356.47 crores to the General Revenues. Gross Traffic Receipts of Rs. 3538.24 crores corresponded closely to the revised estimate of Rs. 3541.80 crores, with a small shortfall of Rs. 3.56 crores. Notwithstanding the heavy post-budgetary increases in costs of inputs, the Ordinary working expenses were controlled at Rs. 18.91 crores above the Revised Estimates. The operating ratio at 89.4 per cent was almost the same as indicated in the Revised Estimates.

3. *Freight Operations.*—The House will appreciate the crucial role which Railways play as the basic infrastructural support for the growth of the economy and the disarray in which they had fallen during the couple of years preceding the advent of 1980 when the new Government came into power. It took us some 8 to 9 months in putting the system back on rails and restoring to it its elan and health. The House is already aware that the Railways not only turned the corner and arrested the declining trend but also rose to scale new heights. The administrative measures taken by the Government coupled with new operational strategies and innovations enabled them to maintain an upward swing in freight operations.

4. A record loading of 227 million tonnes of revenue earning traffic is likely to be achieved during the current year against 195.93 million tonnes two years back in 1980-81. Transport needs of every principal sector of the economy are being fully met. In fact, Railways do have transport capacity ahead of the demand now in all the core sectors such as steel, iron ore for export, foodgrains, fertilizers, cement and petroleum products. In total transportation effort, Railways would be reaching a figure of 166 billion tonne kilometres of revenue earning traffic and 226 billion passenger kilometres during the current year which are all time records so far.

5. The Year of Productivity lent a new thrust to the railwaymen's efforts to keep up their upward incline in performance. They rose to the occasion and helped achieve for the railways records loading each month compared to the corresponding month of any previous year. While the output in terms of carriage of traffic registered a new record, month after month, the efficiency indices likewise touched new heights.

6. When the Budget was presented last year, it was anticipated that originating revenue earning traffic would reach the level of 230 million tonnes. While the Railways have the capacity to carry this level of traffic, it may not be possible to achieve the target due to shortfalls in traffic offering. After taking into account the tonnage already lost, the Railways expect to achieve a revised target of 227 million tonnes during the current year. Despite this adverse factor, there is a welcome feature in that the total gross traffic receipts would be up by Rs. 204 crores. The bulk of the increase is under goods earnings. Passenger earnings have fallen short by nearly Rs. 9 crores because of a smaller rate of growth in passenger traffic but other coaching and sundry earnings have registered welcome increases.

7. The increased earnings have, however, been absorbed by additional working expenses to the extent of Rs. 134.38 crores attributable to post-budgetary factors. Additionally, during the year, the Railways had to provide for an increased contribution of Rs. 56 crores towards the Depreciation Reserve Fund for stepping up their rehabilitation programme. An extra payment of Rs. 3.05 crores as dividend to General Revenues mainly to cover retrospective revision of the rate of dividend from 6 per cent to 6.5 per cent, as recommended by the Railway Convention Committee, has also to be met out of the increased earnings. After providing for these factors and adjusting increase under net miscellaneous receipts, the net surplus would be Rs. 75.19 crores against Rs. 105.79 crores projected in the budget. This will be adequate to meet the expenditure on works chargeable to Development Fund to the extent of Rs. 32.70 crores, the balance being utilised for discharging interest liability in respect of Development Fund loan and part of the outstanding indebtedness to General Revenues.

8. *Passenger Services*.—I am aware that, with the excellence in freight operations which we have been able to achieve and which needs to be maintained without any let-up, we have to cover a lot of ground in improving passenger services. I have given a new slogan of 'Safety, Security and Punctuality'. [Shri Jaipal Singh Kashyap (Aonla): Not slogan' but 'slow gun'] which I expect every railwayman to follow and pursue with vigour and sincerity. Safety is an extremely essential aspect for basic efficiency of the system, both for freight and passenger services. Security is again, an equally important facet of operations which helps maintain the morale on the system and engender public confidence in it. Punctuality is a very sensitive segment of our activities and

epitomises the very culture and breeding of an organization and a nation. I would not reel out any statistics to show how inhibited our efforts have been in these important areas on account of serious paucity of resources. I would also not like to allude to the problems we face, over which we have little control. We are determined to improve the quality of service we render to the community in whatever lies within our own jurisdiction and to the extent we are able to muster resources and harness them to optimal advantage. It will be taken as a noble aim and indeed an article of faith with every railwayman.

9. While keeping up this crusade to further improve the services, I must seek the indulgence of the House to recount that a great deal has been achieved by the Government in at least long distance inter-city travel by rail. I refer not only to the new era of air brake high capacity fast and clean travel by the Rajdhani on the Delhi-Bombay and Delhi-Howrah routes but also the popular Super-fast inter-city trains like the Grand Trunk, the Andhra Pradesh Express, the Tamil Nadu Express, the Kerala Express and the Karnataka Express which offer reserved sleeping accommodation for nearly one thousand passengers each. [Shri Harikesh Bahadur (Gorakhpur): It was done during the Janata Rule]. The technological development by way of two diesel locomotives hauling the prestigious trains has constituted a new dimension in passenger travel. Optimisation of capacity on trains has been one of our principal objectives with a view to conserving capacity on the major trunk routes. Where the demands of both freight and passenger services have been ever-increasing we have been providing additional accommodation on popular trains along these saturated corridors linking the principal centres of trade, commerce and industrial activity. Little could we have realised even a couple of years ago that Railways would be hauling as many as 21 coaches on trains like the Kalka-

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Howrah Mail pulled by a single electric locomotive, or that the load of the Rajdhani would be doubled or more without increasing the number of trains. It is for the first time that Railways have programmed to introduce Rajdhani pattern of fast inter-city travel even on the metre gauge routes like Delhi-Ahmedabad and Delhi-Jodhpur.

10. To meet the needs of long distance passengers, the frequency of Bombay-Delhi Rajdhani Express and Andhra Pradesh Express has been increased to four times a week from twice a week, Karnataka-Kerala Express previously running as a combined train for Bangalore and Trivandrum Central has been substituted by a direct bi-weekly double headed 21 coach train between New Delhi and Bangalore and a Kerala tuted by a direct bi-weekly double headed train with 21 coaches to Trivandrum. It is also proposed to increase the frequency of Bombay Rajdhani and Howrah Rajdhani to five and four days respectively every week during 1983-84.

11. *Safety in Rail Travel.*—As a result of a variety of step taken, the number of accidents has come down from 870 during the period April–December, 1981 to 644 during the corresponding period of 1982 showing a reduction of 26 per cent. While this is good, I shall not remain contented and complacent. My prime concern is that rail travel should be made as safe as possible. Accordingly, I am taking keen personal interest in this vital matter. Recently, I have constituted a Central Safety Committee under my own supervision. It is to be recognised, however, that much would depend upon the progress we achieve in wiping out accumulation of arrears in replacement of outdated railway track locomotives, coaches and wagons and repair and maintenance of those assets.

12. The most important challenge that the railways are facing now relates to the restoration of the intrinsic

health of the system. The basic responsibility of the railways is to provide safe, secure and punctual transit to passengers and freight. Even the first point, safety, cannot be realised unless we have a fool-proof system. A number of Accident Enquiry Committees have been formed in the past by the Government. But it is a fact of life that some of our efforts in the direction of safety, have not fructified because of the constraint of resources. In order that a vast undertaking of this dimension continues to play the assigned role, its assets are required to be maintained at the optimum level. Mainly because of funds constraints it has not been possible to maintain the assets at a satisfactory level.

Human failures have become a crucial factor responsible for a large number of accidents. We are taking a serious look at the various aspects contributing to such failures and we hope that we will be able to evolve adequate remedial measures soon, keeping in view the socio-economic environment in which our employees function.

12. *Manning of level Crossings & Lifting Barriers.*—To ensure safety at level crossings, a sizable programme of manning unmanned level crossings and providing lifting barriers with interlocking arrangements etc. was launched during the current year particularly at level crossings which are used by passenger buses. A special provision of Rs. 4.7 crores has been made in the Revised Estimates for 1982-83 for this purpose. We hope not only to maintain the tempo of manning of level crossings but also improve upon it during 1983-84.

14. *Punctuality.*—I am fully conscious of the criticism levelled against the Railways both inside and outside the House about late running of trains. Though there are certain extraneous factors like alarm chain pulling and miscreants' activities, there are many aspects which we have to improve internally. I have, therefore, streng-

thened the machinery for monitoring the late running of important trains. My colleague and I are also conducting a regular check on the punctuality of identified important Mail and Express trains both on the Broad Gauge and Metre Gauge. Untiring efforts will continue to achieve still better results in providing punctual train services. We consider this as a national goal, for the attainment of which I seek the support of all the honourable Members, the travelling public and all railwaymen.

15. *Overcrowding in trains.*— The problem of overcrowding in trains continues and we have not been able to meet the demands of passengers for accommodation in trains. Shortage of coaches coupled with lack of terminal facilities at important stations has been the main constraint for augmenting passenger services. It has been agreed in principle to set up another coach building factory in the country. Meanwhile to meet the traffic needs, as already stated, certain measures such as haulage of trains with two engines, replacement of steam locomotives by a superior mode of traction by diesel and electric locomotives, increasing the load of existing trains, replacement of existing coaches with coaches of higher carrying capacity, introduction of double decker coaches etc. have been taken.

16. As the honourable Members are aware, the Railways are already on the job to make the maximum utilisation of coaches, locomotives and wagons. Whatever bottlenecks were there previously, I have asked the railway administration to streamline the spheres of activity so that the transport of the common man and freight does not suffer. But as Members will appreciate, the railways indeed have a severe shortage of passenger coaches. As the Railway Minister, I will be the happiest person to entertain your requests for new trains and new connections. There has indeed been a clamour for more railway services. Increase in the

number of commuters is also there. This is also linked with the general socio-economic condition of the country, the general upsurge in the economy and the increase in the mobility of people. Within the overall constraints, we will examine these proposals sympathetically to increase the number of trains keeping also in view the limitations of line and terminal capacity. I have decided to give priority to areas which have remained inadequately served so long, while introducing new passenger trains. I have already directed the Railways to build up adequate coal stocks so that passenger trains do not get cancelled on the plea of shortage of coal as has been happening in the past. I can assure the House that the railways will definitely bear all these aspects in mind and try to do best to cater to the increasing demand of the people.

17. *Ticketless Travel*—Ticketless travel is a national menace and is growing in dimensions. It not only leads to a substantial loss in revenue to the Railways but also adds to overcrowding and resultant inconvenience to the bonafide passengers. Although it may not be possible to eliminate this evil totally, we have to carry on a crusade against this menace. The number of checks conducted during the first eight months of the year was approximately 8 per cent more than in the corresponding period of last year. The number of persons detected travelling without tickets or with improper tickets during this period was 22.80 lakhs as compared to 19.95 lakhs detected during the same period last year.

18. By raids and checks in the form of police action, we may reduce the rampant lawlessness to some extent, but it will be impossible to provide succour to the travelling public unless there is a feeling of radical social change. I seek your co-operation to the maximum extent possible to infuse this feeling among the public at

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large so that the bonafide passengers take it upon themselves as their moral duty to co-operate with the railway authorities in curtailing ticketless travel and unauthorised hawking. Unless such social feeling is generated with active involvement of the honourable Members of Parliament and the public, it will be impossible for the administration to devise fool-proof methods to check the drainage of resources through ticketless travel.

19. *Improvement in Quality of Rail Travel.*—The quality of services rendered to passengers needs to be improved in several respects.

With a view to attaining a high standard of cleanliness at stations and in trains, multi-disciplinary task Force headed by a senior officer have been set up at 51 important stations. Divisional and Zonal Headquarters. These Groups have been specially charged with the responsibility of rapidly bringing about positive improvements in passenger amenities.

20. To look after the quality of catering services and of the food served, a special Services Improvement Group comprising experienced officers has been formed. My emphasis is essentially on providing clean and wholesome food prepared under hygienic conditions and supplied at reasonable rates. The catering staff are supplied uniforms free of cost so as to appear neat and tidy. They are periodically medically examined and samples of food and ingredients are frequently tested.

21. *Railway Protection Force.*—The House is aware that we have agreed to share the cost of Government railway police with the State Governments on a 50:50 basis. In addition to 67,000 RPF men we have all over the Railway system, involving an expenditure of approximately Rs. 61.15

crores per annum, we have already approved additional strength of as many as 7,000 men for the State Police forces for Government Railway Police duties. Railways' share of the cost of Government Railway Police will be 15.02 crores in 1983-84.

22. There is considerable scope for improving the co-operation that the railways get from the Government Railway Police forces. We are actively engaged in devising ways and means of achieving better results in this area, effectively boosting up the morale, integrity and honesty of the Railway Protection Force personnel and increasing their powers. Various sociological factors also need urgent attention. We are looking into all these aspects.

23. Security of railway passengers and their belongings has been causing me deep concern. This is an area where significant improvement needs to take place. I can assure the House that continuous and sustained efforts will be directed towards tackling this painful problem.

24. Intensive vigilance continues to be exercised by Railway Protection Force on the activities of criminals and habitual receivers of stolen railway property. The crime prone areas have been identified and intensive patrolling undertaken. Trains carrying high-rated commodities are being provided with escorts.

25. *Improvement in Reservation.*—It is my earnest endeavour to bring about significant improvement in arrangements for reservation of accommodation in trains. With a view to improving customer satisfaction, a system of reservation against cancellation called RAC has recently been introduced. A specific number of seats are earmarked to be utilised by the seniormost wait-listed passengers so that they can be allotted sleeper berth en route against vacancies arising on account of passengers with confirmed reservations not turning up on the train. The

arrangement has helped eliminate scope for arbitrary allotment of berths by train staff to passengers. I have also directed the Railways to make quotas available to maximum number of important stations where Mail/Express trains stop.

A project has also been taken up for computerisation of reservation of seats and berths in Delhi area. Preparatory work has already commenced. It is hoped that this can later on be extended to other Metropolitan cities on the basis of the experience gained in Delhi area.

26. Sustained attention is being paid to root out malpractices in reservations. Some of the important measures taken relate to verification of genuineness of reservations made through a scrutiny of requisition slips, by making door-to-door checks or sending reply-paid letters in cases where reservations made appear to be fictitious. Efforts are also being made with the help of law enforcing agencies to apprehend touts operating around reservation/booking offices.

I may inform the House that I am very keen to eliminate malpractices in this area and it will be my endeavour to evolve and enforce very strict penal measures to achieve this objective.

27. *Prevention of corruption.*—I can assure the House that it will be my constant endeavour to root out corruption in all the areas of railway operation, including award of contracts, allotment of wagons, diversion of coal wagons or rakes and so on. Under the new scheme evolved by me, there will generally be no out-of-turn allotment of wagons or rakes.

28. *Better Repairs and Maintenance.*—One of the major causes affecting the efficiency of railway operations has been the acute problem of inadequate repairs and maintenance of locomotives, wagons, coaches, track, signalling equipment etc. This has

been primarily due to shortage of capacity in the workshops as also poor utilisation of the existing capacity. A massive drive to increase productivity was launched during the year of Productivity and I am glad to inform the House that it has had the desired effect. It is expected that around one lakh broad gauge wagons will be given periodical overhaul during 1982-83 representing an increase of about 38 per cent over 1980-81 and 11 per cent over 1981-82. Similarly, periodical overhaul of broad gauge coaches will also increase by about 10 per cent over 1980-81.

29. While the requirement of annual periodical overhaul of passenger coaches is 30,480 units, the available capacity is only for 25,800 units. Similar figures for wagons are 1,14,000 and 1,05,360 respectively. The result is that 15 per cent of coaches and 24 per cent of wagons are overdue periodical overhaul. I am determined to effect considerable improvements in this area by arranging for introducing better technologies, and motivating the personnel to put in greater efforts. In short, my effort will be to achieve maximum mileage out of the available resources.

30. The Budget for 1983-84 provides an enhanced amount of about Rs. 1,000 crores for repair and maintenance of locomotives, carriages, wagons, plant and equipment against about Rs. 860 crores provided during 1982-83. Besides, work on the completion of some of the major new repair workshops at Bhopal, Tirupati, Guntupalli, Bhubaneswar, New Bongaigaon, Malda, Golden Rock and Krishnarajapuram as also modernization of workshops at Matunga, Jhansi, Nasik, Pune, Kancharapara and Kharagpur is being expedited so that increased capacity for repairs becomes available at the earliest. With the completion of these projects, I am sure the standard of repair and maintenance of the rolling stock would considerably improve.

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31. A special drive was also launched to identify steam locomotives which have either gone beyond economic repairs or are no longer suitable to meet the present day heavy traffic needs. Condemnation of 866 locomotives will take place during 1982-83 against the target of 550 steam locomotives. This is a continuing process and steam locomotives will be progressively phased out to be replaced by diesel and electric locomotives, which has by now become a world wide practice. We could have done still better but for the inadequacy of financial resources.

32. Another important area of repair and maintenance which I am very much exercised about is that of railway track. It is an unfortunate fact that this has not received adequate attention for several years. I am looking into this specially to retrieve the situation to the maximum extent possible within the perennial limitation of resources. Safety of train operations depends to a large extent on the health of the track. Hence, its maintenance has to receive maximum attention particularly when traffic density and speeds are increasing. The track is now being laid with more efficient concrete sleepers. About 7 lakh concrete sleepers would be produced during the current year as against 3.25 lakhs last year. Twenty four factories with a total annual capacity of 13.5 lakh sleepers have since been set up in the country. To eliminate rail joints for better safety and travel comfort, long-welded rails are being used increasingly. Expertise is being developed in maintaining track with modern mechanical equipment and about 11000 kms. of rail track is being presently maintained with machines. Action has also been initiated to upgrade the design of switches and crossings. A Committee has been set up to devise ways and means to upgrade the rail steel to heavier weight for smoother and safer running of trains. To detect hidden flaws ultrasonic devices are being

used for testing rails in the track at regular intervals which are not otherwise visible to the naked eye. Defective rails detected during testing are immediately replaced thereby minimising the chance of rail fractures which are an important cause of accidents. I have asked the Railway Board to procure such ultrasonic devices in adequate number and intensify testing of rails in service on important routes for greater safety.

For better maintenance of track and bridges, I have increased the Budget provision to Rs. 278 crores during 1983-84 against Rs. 250 crores in 1982-83.

33. *Improvements in Signalling and Tele-communication Network.*—Safety on Railways also depends on efficient maintenance and modernisation of signalling & telecommunication systems. Microwave communication systems are being set up progressively and link-ups established between Zonal Headquarters and the important operational centres. On important traffic carrying routes, the present signalling system is being improved to provide colour light signalling and centralise the operations of points and signals wherever considered necessary. Track-circuiting is also being provided on important trunk and main line routes in a phased manner. This prevents the signals from being cleared for an occupied railway line by human error. In fact, at 2,500 stations, track-circuiting has been completed or is nearing completion. For these important activities having safety aspects, Rs. 35 crores are being provided for works and Rs. 88 crores for repair and maintenance of signalling/telecommunication systems against Rs. 30 crores and Rs. 79 crores provided in the current year's budget respectively.

34. *Railway's Sixth Five Year Plan.*—It is by now well known that the total allocation for the Sixth Five Year Plan of the Railways is only Rs. 5,100 crores, less than half of the need-based requirements. During the first three years, the Plan expenditure

is expected to reach around Rs. 3514 crores leaving a meagre balance of Rs. 1,586 crores. The mid-term review of the Plan made by us indicated that an additional outlay of at least Rs. 1,920 crores would be needed to maintain even the reduced physical targets envisaged in the Plan. Keeping this in view, we approached the Planning Commission for an allocation of Rs. 1878.50 crores for 1983-84. However, because of continued constraint of resources, it has not been possible for the Planning Commission and the Finance Ministry to allow us a Plan outlay of more than Rs. 1,342 crores, exclusive of the Central Government's contribution to the State Road Transport Corporations which would now be shown in the budget of the Ministry of Shipping & Transport from 1983-84 onwards and not included in the budget of the Railways. Out of the total annual railway Plan outlay for 1983-84, budgetary support from Central Exchequer would be Rs. 550 crores. The balance of Rs. 792 crores will have to be found by the Railways from their own internal resources in addition to the amounts required for payment of dividend to General Revenues and partial discharge of accumulated indebtedness.

35. *Annual Plan.*—The Sixth Five Year Plan is essentially a rehabilitation Plan. In keeping with this objective, the lion's share of the Plan outlay in 1983-84 will be spent on replacement of worn-out assets like locomotives, wagons, coaches, track, plant & machinery signalling & telecommunication equipment etc. The amount set apart for this purpose is Rs. 725 crores.

36. *New Lines and Gauge Conversions.*—There have been persistent demands from various regions for taking up construction of new lines and gauge conversions. It is indeed a good sign that there are such demands, which are as a result of the economic expansion of the country as a whole. As Railway Minister, I do support expansion of railways to meet the demands of the travelling public. Ours

is a democratic set-up. When a Member of Parliament makes a demand, it has to be assumed that it is the demand of the people. This budget may not satisfy many honourable Members who have come to me personally and apprised me of their demands for the expansion of railway network in their areas. I fully sympathise with these demands which reflect the people's aspirations.

37. Unfortunately, because of the paucity of resources it is not possible to translate all the aspirations into reality. We have to wait for better times. We cannot afford to scatter the scarce resources by taking up projects without serious thought. There are as many as 40 on-going new line projects requiring an estimated outlay, at current prices, of Rs. 870 crores for their completion. As against this, we have been able to make an allocation of only Rs. 70 crores for new line projects. Similarly the sanctioned projects of gauge conversions need around Rs. 600 crores for their completion. Within the Plan allocation, we have been able to allocate only Rs. 50 crores for these projects.

It is an unfortunate feature that with a large number of projects in hand, over which the available resources are spread out, the completion periods get unduly elongated. And the project costs increase manifold on account of the escalation in wages and material costs. The further restricts our ability to do justice to the projects. I am, therefore, determined to ensure that the available funds are utilised to the maximum advantage. I am confident that the House will agree with me that it serves no purpose in making new starts while allowing the continuing works to drag on. My first effort would, therefore, be to complete the on-going schemes as quickly as possible within the available resources so that maximum benefit from investments could be had at the earliest. It is in keeping with this policy that only meagre token allocations have been made

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against some of the works just to keep them in the books while comparatively higher amounts have been shown against others which are to be expedited during the budget year.

38. I am glad to inform the House that during 1982-83, nearly 85 Kms. of new lines have so far been completed and are expected to be opened for traffic shortly. These include the first phase of a new line from Karaila Road to Krishnashilla (Kakri) for movement of coal from the Singrauli Coal fields, the Vasai Road-Diva and the Apta-Pen Sections. The restoration of Jeonathpur-Vyasnagar bypass line has since been completed and also opened to traffic.

39. During 1983-84 another 137 kilometres of new lines will be completed and opened to traffic. These would consist of a new line from Wani to Pimpalkoti to serve the cement plant at Adilabad and the rail link from Bhadrachalam Road to Manuguru to carry coal from Singareni coal fields and the second phase of Karaila Road-Jayant Rail link.

40. A major gauge conversion from Guntakal to Bangalore has already been completed and opened to traffic. This will substantially reduce the distance between Bombay and Bangalore and would provide considerable fillip to trade and industry in the area.

41. Strenuous efforts are being made to accelerate the progress of Phase II work of Viramgam-Okha-Porbandar gauge conversion in Gujarat. Construction of a parallel broad gauge line from New Bongaigaon to Gauhati in North Eastern region is in advanced stage of completion and is likely to be opened to traffic in 1983-84. Priority is also being given to the gauge conversion projects in Rajasthan area which are required on operational considerations.

Further, a survey for conversion of Metre Gauge from Parbani to Adilabad and new B.G. link from Adilabad to Pimpalkoti was sanctioned out-of-turn during the current year. A project for construction of a rail-cum-road bridge across Brahmaputra at Jogighopa along with a Broad Gauge railway line from Jogighopa to Gauhati has been included in the budget for 1983-84.

42. *Electrification.*—During the Sixth Plan, we have so far spent over Rs. 200 crores on electrification of railway track. The strategy is to give first priority to the electrification of all important trunk routes and eliminate multi-traction thereon as early as possible. It now appears that energisation of nearly 2500 route kilometres may take place by the end of the Sixth Plan period against a target of 2800 kms. included in the Plan. For 1983-84, a provision of Rs. 90 crores has been made.

43. *Track Renewal.*—On account of the heavy backlog in track renewal and steep escalation in the prices of inputs especially steel products, the requirement of funds under Track Renewal is very high. Hence the allocation of funds for track renewal has been stepped up from Rs. 150 crores during 1982-83 to Rs. 220 crores during 1983-84 but this amount would still fall far short of the needs. The total arrears of track renewal would be over 18,000 kms. by April 1985. Unless an accelerated programme on a war footing, as also recommended by the Railway Reforms Committee, is undertaken during the next ten years with an annual outlay of about Rs. 450 crores at current prices, it will not be possible to wipe out these arrears.

All that I can say now is that I would vigorously continue any efforts at persuading both the Planning Commission and the Finance Ministry for an increased Plan outlay during the

course of the year, should the resources position of the Government so permit.

44. *Surveys.*—Because of a large number of new line constructions already in progress and paucity of funds in completing them, it would not be possible to take up any large number of surveys for new lines during 1983-84. The House will appreciate that inclusion of a large number of new surveys will serve no purpose. Apart from the physical constraints in carrying them out, it will also involve wastage of scarce resources since many of the projects covered by them may not qualify for being taken up for execution. Important surveys among the limited number proposed, include a survey for a new railway line from Khurda Road to Nayagarh-Phulbani-Bolangir in a backward area, engineering-cum-traffic survey for provision of additional terminal facilities at Ultadanga for the main line trains for giving relief to Sealdah/Howrah stations, updating of a survey for a new B.G. line between Hubli and Karwar, and a survey for a new B.G. line from Kadur to Chikmagalur.

45. *Amemities Works.*—I am having the progress on a number of works expedited for improving circulating areas of stations, remodelling of station building covering of platforms, clock rooms, retiring rooms, reservation-cum-enquiry offices, waiting halls etc.

46. *Suburban Traffic.*—I am fully alive to the difficulties experienced by suburban passengers particularly in Bombay, Calcutta and Madras areas. This year 75 Electric Multiple Units would be replaced by new ones in the Bombay area. 34 such units will be replaced and 83 units added to Calcutta suburban section during 1982-83. In 1983-84. 24 more units will be provided on the Calcutta sector and 81 units in Bombay area.

47. *Metropolitan Transport Projects.*—The work on construction of

Calcutta Metro Railway has been further accelerated and every possible effort is being made to open a part of the section from Esplanade to Bhowanipur during 1984. Consequently, the outlay for this project during the budget year is being raised to Rs. 62 crores from Rs. 40 crores in 1982-83.

It has also been decided to make a start with the following projects in Bombay and Madras suburban areas in 1983-84 with aggregate cost of Rs. 175.81 crores:—

—Additional pair of lines between Bandra and Andheri at an estimated cost of Rs. 46.61 crores.

—A new line between Mankhurd and Belapur at an estimated cost of Rs. 75.74 crores.

—A rapid transit system between Madras Beach and Luz at an estimated cost of Rs. 53.46 crores.

48. *Self-Sufficiency.*—Our basic policy is to build up maximum indigenous capacity for manufacture of rolling stock and equipment required by the Railways. The three existing Production Units are able to meet the entire requirement of electric and diesel locomotives and bulk of the regular requirement of passenger coaches. To make the Railways Self-sufficient in regard to wheels and axles, and diesel components, two plants namely the Wheel and Axle Plant at Bangalore and the Diesel Component Works at Patiala are being set up. The Bangalore Plant will become operational during 1983-84 and we would be saving annually around Rs. 37.5 crores in foreign exchange currently spent on import of wheels and axles. Similarly, on its commissioning, the Patiala Works would provide a reliable and good source of supply of quality spares for our diesel locomotives bringing in an annual saving of Rs. 10 crores in foreign exchange.

49. *World Bank Loan.*—For implementing a modernisation programme through the manufacture of a new design high capacity wagon, setting

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up the Diesel Component Works at Patiala and for meeting the foreign exchange needs of other imports, we have secured assistance amounting to \$ 400 million from the World Bank. Half of this amount is from the International Development Association (IDA) and the other half from the International Bank for Reconstruction and Development (IBRD): A part of this credit/loan is proposed to be utilised for the acquisition of a limited number, not exceeding 20, of high horse power prototype electric locomotives incorporating the latest technology available in the world. This will help the Indian Railways modernise its fleet of electric locomotives in the context of the heavy electrification programme. The most suitable type will be selected after service trials and with necessary collaboration arrangements with the manufacturers abroad, indigenous manufacture of such locomotives will be undertaken by the Railways' own production unit in the country.

50. *Other External Aid.* The Railways have also been successful in obtaining financial assistance from the Overseas Economic Co-operation Fund of Japan for procurement of traction equipment for the Electric Multiple Units operating in Bombay suburban area wheel sets, bearings and components for manufacture of wagons and for meeting the foreign exchange requirement of Calcutta Metro Railway for the construction of the section between Sham Bazar and Esplanade.

A grant of £ 30 million for the railway sector has also been secured from the United Kingdom.

51. *Export Promotion.*—Export orders of 15 diesel locomotives to Vietnam, 9 coaches to Bangladesh Railways, 15 luggage vans to Mozambique and spare parts for coaches to Phillipines have been secured. In this area, the two Public Sector Undertakings of this Ministry

viz. the Indian Railway Construction Company (IRCON) and the Rail India Technical and Economic Services (RITES) are playing an important role. IRCON will be turning over about Rs. 80 crores of work during 1982-83 with a gross profit of Rs. 6 crores. The turnover of the Company during 1983-84 is expected to rise to Rs. 130 crores with a gross profit of Rs. 11 crores. The Company's progress on the construction of the Rs. 270 crores railway project in Iraq is satisfactory. It has also won two more contracts for signalling & telecommunication and supply of concrete sleepers to that country amounting to Rs. 26 crores. Further, it has secured a contract for construction of a railway line in Algeria costing Rs. 35 crores. A few days back this company has also been awarded a prestigious contract for construction of a major Railway workshop for maintenance of diesel locomotives costing about Rs. 20 crores in Saudi Arabia.

52. RITES has done equally well during the year. It has improved its turn-over from Rs 14.7 crores during 1981-82 to Rs. 18.5 crores during 1982-83. This Company is having on-going assignments in Iraq, Jordan, Phillipines, Ghana, Mozambique, Zambia, Zimbabwe, Tanzania and Algeria. Recently it has been awarded a management support contract for improvement in workshop and rolling stock management of Ceylon Government Railways in Sri Lanka. The Company is on its onward march and has gained recognition as front line international consultancy organisation.

53. *Staff Relations and Welfare.*—1982-83 has been a year of industrial peace on the Railways. Various staff problems were tackled purposefully under the aegis of the Permanent Negotiating Machinery. I am glad to inform the House that as a result of such negotiations, the Government has accepted upward classification of the artisan staff. About 50,000 semi-

skilled staff have been re-classified as skilled and nearly 80,000 un-skilled staff have been re-classified as semi-skilled. These re-classifications would add nearly Rs. 3.80 crores to the emoluments of the concerned staff annually. I am thankful to all the railwaymen for maintaining industrial peace on the railways.

54. Even though education is a State subject, Railways, as a staff welfare measures, are providing educational facilities to the children of railway employees at places where such facilities do not adequately exist. At present Railways are running 4 colleges, 78 high and higher secondary schools, 31 middle schools and 641 primary schools. Facilities for subsidised hostels are also being provided in addition to grant of 1150 scholarships to wards of railway employees for prosecution of higher studies in the fields of Medicine and Engineering.

55. Railways have also set up 28 Holiday Homes at hill stations, sea resorts and other important places for the benefit of railway employees. These facilities have also now been extended to retired non-gazetted railway employees during this year.

56. The contribution of the Administration for the Staff Benefit Fund has been increased during the current financial year from Rs. 9 to Rs. 10.25 per capita.

57. The Railways would be providing staff quarters to nearly 6 lakhs of their employees. Over 7000 staff quarters are expected to be completed during 1982-83 and nearly 8000 additional quarters are proposed for construction during 1983-84. A sum of Rs. 10 crores is being spent during 1982-83 and Rs. 14 crores have been proposed in the Budget for 1983-84.

58. For looking after the health of railway employees and their families, an excellent network of railway hospitals/dispensaries exists all over the country. These hospitals are well equipped with modern equipment and

medicines. It is proposed to provide Rs. 70.86 crores for expenditure on health and medical assistance against Rs. 66.90 crores in 1982-83.

59. A total amount of Rs. 167.77 crores would be spent in 1983-84 on staff welfare and amenities including staff quarters, against Rs. 148.79 crores in 1982-83.

60. *Sports.*—Railwaymen and Railway women came out with flying colours in the 1982 Asian Games. Of 80 sportsmen and women from Railways, 29 won medals. Their performance in national and international contests has been of a high standard. To improve their skills further, outstanding sportsmen and women are being given financial assistance. In appreciation of their performance Rashtrapatiji has awarded Padma Shri to two of our outstanding sports women who won gold medals in the Ninth Asiad.

61. *Research Designs & Standards Organisation.*—The Research, Designs & Standards Organisation continued to make advances in improved designing of locomotives, wagons and other equipment. Special wagons are being developed for bulk transport of commodities like coal, foodgrains, alumina, petroleum products etc. This will enable Railways to carry more freight without appreciably increasing the number of wagons. A wagon is also being developed for transport of nuclear waste on Indian Railways. A new design for Airconditioned 2-ter sleeper coaches for the Meter Gauge system has been developed with a capacity of 31 sleeper berths against 18/20 of the first class. A newly developed electric locomotive is being used on New Delhi-Howrah Rajdhani Express with an increased load of 18 coaches. Another type of locomotive has been developed for operation on small passenger/goods trains on the branch lines of Indian Railways.

62. *Afforestation.* While implementing the new 20-Point Programme, the Railways have contributed subs-

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tantially towards the national effort at increased afforestation. In terms of a perspective plan for the next 15 years, nearly 80,000 hectare of land are likely to be made available for planting 10 crores of trees. During 1982, 52 lakh trees were planted on Railway land against the target of 39 lakhs. During 1983, a major thrust in the Programme is on calling upon every railway family to plant and protect the trees under the slogan "Own Your Tree". Adequate funds have been provided in the Budget for plantation and after-care of over a crore of trees during 1983-84.

63. *Land Management.*—For more efficient management and rational development of railway-land, a proposal to set up an independent authority under the Ministry of Railways is under active consideration.

64. *Non-conventional sources of energy.*—As a part of the venerable Prime Minister's 20-Point Programme, a vigorous drive has been launched for development of bio-gas plants at stations and railway colonies as also exploitation of alternative non-conventional sources of energy on the railway network in association with the Department of Non-conventional Energy Sources and the Commission of Additional Sources of Energy. Some of the schemes include use of Solar Thermal power for supplying hot water to various railway establishments, employing windmills for pumping water at wayside stations and using photovoltaic systems for lighting at level crossings, gang huts, and microwave repeater stations.

65. *Railway Reforms Committee.*—As the House is aware, a high power Railway Reforms Committee was set up in June, 1981 to examine important aspects of railway working. The Committee have so far submitted six parts of their Report on such matters as, resources required for renewal and

replacement of assets, transportation, track, bridges and lands, Railway Reserve Funds, rolling stock, and fare and freight structure. These various reports are under active examination in the Ministry of Railways. For the benefit of the honourable Members, copies of these reports have been placed in the library of the Parliament.

66. I am grateful to the Committee for the expedition with which they have submitted these reports and the well-thought-out recommendations contained therein. Many of the reforms suggested by them would, however, entail investments of a massive order. We are, therefore, eagerly awaiting their valuable recommendations on the special measures required to raise the financial resources for investment on the railways, which according to the National Transport Policy Committee and the Rail Tariff Enquiry Committee were of mind-boggling dimensions.

At this stage I shall not burden the House with details of the recommendations. In a few important financial aspects covered by the recommendations inter-Ministerial consultations are necessary before the Government can take decisions on them. Some of them would also need to be submitted for the consideration of the Railway Convention Committee.

I can assure the House that the processing of the recommendations of the Committee will be closely monitored and that the House will be suitably kept informed of the action taken thereon.

67. *Budget Estimates 1983-84.*—I shall now deal with the Budget Estimates for 1983-84. In the budget year, it is expected that the Railways will be able to lift additional 14 million tonnes of originating revenue earning traffic over the level of 227 million tonnes likely to be reached during the current year. This is based on the belief that the performance in the other sectors of the economy will improve considerably over the levels attained in the cur-

rent year and that the Railways will not be facing the problem of short-falls in traffic offering. The Railways will be fully geared to meet this challenge.

68. It is assumed that there will be a growth of 5 per cent in suburban and 3 per cent in non-suburban passenger traffic.

69. Based on these assumptions the gross traffic receipts at current fares and freight rates are estimated at Rs. 4,656.78 crores or Rs. 281 crores more than the Revised Estimates for the current financial year. After allowing for the impact of the economy measures pursued purposefully on the Railways, the working expenses have been placed at Rs. 3,488.27 crores showing an increase of Rs. 301 crores over the Revised Estimates for 1982-83. Provision for increased repairs and maintenance of locomotives, wagons, coaches and track, increased expenditure on fuel for hauling the anticipated increased level of traffic, normal increases in staff costs and other inputs accounts for this increase in working expenses.

70. The contribution to the Depreciation Reserve Fund for 1983-84 is proposed to be raised to Rs. 850 crores from Rs. 556 crores provided during the current year and Rs. 350 crores in 1981-82. This appreciable enhancement in the amount of contribution has been made keeping in view the relevant recommendations of the Railway Reforms Committee and the Railway Convention Committee consistent with the availability of resources and the imperative need for rehabilitation of railway assets. Even this will not be adequate considering the backlog in the renewal and replacement requirements but unfortunately the constraint of resources is a real impediment.

71. The contribution to Pension Fund is also proposed to be stepped up from Rs. 150 crores in 1982-83 to Rs. 185 crores in 1983-84. The withdrawals from the Fund in 1983-84 are assessed at Rs. 170 crores.

72. *Railway Convention Committee*—The House will recall that in their 7th Report presented to the Parliament on 5-11-1982, the Railway Convention Committee 1980; have made certain important recommendations regarding contribution to be made from railway revenues during the current year and the budget year, as also the retrospective increase in the rate of dividend payable to General Revenues on the Capital-at-charge of the Railways from 6 per cent to 6.5 per cent on the Capital invested on the Railways after 31-3-1980. The provisions made in the budget are based on these recommendations, which the House will be considering along with a resolution being moved by me supporting them. I must, however, avail of this opportunity to place on record my gratitude to the Chairman and Members of the Railway Convention Committee for the hard work they have put in for making their valuable recommendations available to us in good time.

73. With the increases in ordinary working expenses and contributions to the Depreciation Reserve Fund and Pension Fund the total working expenses add up to Rs. 4474.48 crores, leaving a net revenue of Rs. 182.30 crores, which is insufficient for meeting the dividend liability of Rs. 465.47 crores.

CHANGES IN FARE AND FREIGHT STRUCTURES

74. We have to cover the deficit of Rs. 283.17 crores and also provide for the works chargeable to the Development Fund (Rs. 35 crores). Additionally, as a measure of prudent financial management, it is necessary to liquidate at least partially the indebtedness to General Revenues, which at the end of the current financial year would settle at Rs. 572.04 crores. Though this budget, I propose to pay back to General Revenues Rs. 170.73 crores, including Rs. 13.59 crores as net interest on the outstanding loan in the Development Fund. Thus, in all, the railways need to

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raise additional resources of Rs. 488.90 crores through adjustments in fares and freight rates.

75. The imperative need for improving railway services, the urgency of making a dent in the huge arrears in the rehabilitation of assets, the desperate requirement of meaningfully progressing some of the on-going works to completion and my anxiety to maintain the viability of the railways have compelled me to take these hard decisions.

76. From time to time in the past, we have been making ad hoc increases in fares and freights with the result that distortions have taken place in the fare and freight structures. To remove such distortions and imbalances, I propose to introduce rationalised fare and freight structures keeping in view the recommendations of the Rail Tariff Enquiry Committee, the National Transport Policy Committee and the Railway Reforms Committee with appropriate modifications. These will come into force from April 1, 1983.

77. I may now explain the salient features of the proposed fare and freight structures.

PASSENGER FARES

The base scale of passenger fares will be that applicable to Second Class Ordinary ticket and the fare structure for all other classes will be fixed at appropriate higher percentages. In other words, if the index of Second Class Ordinary fare is taken as 100, the fares for other classes will be: Second Class Mail and Express 140, A.C. chair car 300, First Class 550 and Air-conditioned Class 1100, with marginal adjustments in a few distance zones.

The telescopic principle of fares reducing with longer distances will be retained.

The base fares for Second Class Ordinary tickets will be as follows:—

Distance in Kilometre	Paise per km	Degree of taper
Zero Km.	50 (fixed charge)	
plus 1—150 Kms.	6 paise	100%
plus 151—400 kms	5 paise	80%
plus 401—750 kms.	4 paise	65%
plus 751—1200 kms.	3.5 paise	55%
plus over 1200 kms.	3 paise	50%

For Second Class Ordinary travel, the existing fares and the proposed fares for a few representative distances will be as follows:—

Distance	Existing fare Rs. P.	Proposed fares Rs. P.
5 kms. . . .	0.70	0.80
15 kms. . . .	1.00	1.40
150 kms. . . .	8.40	9.50
400 kms. . . .	19.50	22.00
1200 kms. . . .	47.00	52.00

Fares for other classes will be multiples of the Second Class fare according to the indices mentioned earlier.

The increases per Kilometre over the existing fares, on the basis of average leads, that is the average distances travelled by passengers, in various classes will be 0.70 (i.e. less than one) paise in second class ordinary, 1.17 paise in Second Class Mail and Express, and 2.41 paise in first class.

The minimum fare for Second Class Ordinary tickets will be 80 paise and for II Class Mail/Express Rs. 2.

All other charges like surcharge on A.C. II-tier sleeper, sleeper surcharge,

surcharge on super fast trains, reservation charges and price of platform tickets will continue unchanged. Rounding off rules will also remain unchanged.

The proposed fares for representative distances and between some important pairs of stations for travel in various classes as compared with the existing fares are shown in Annexures I to III of the Memorandum explaining the proposals for adjustments in freight rates and fares forming part of the budget documents.

MONTHLY SEASON TICKETS

The last occasion on which monthly season ticket fares were revised was in 1980. Since then there have been revisions in the single journey ticket fares, but the monthly season ticket fares have remained unchanged. This has become anomalous in that these fares cover the cost of very few single journey fares, whereas the monthly season ticket holders can make as many as 50 journeys or more in a month. The estimated loss suffered by the railways in 1981-82 on these services is Rs. 44.89 crores. All the high power Committee which have gone into this subject have commented adversely on the heavy subsidy allowed to this class of passengers and they have unanimously suggested that these rates should be stepped up progressively. It has also been emphasised that season ticket fares should be based on an appropriate number of single journey fares.

As a first step, it is proposed to revise the existing monthly season ticket fares, on the basis of the existing single journey fares, that is without taking into account the impact of the revised passenger fare structure proposed to be introduced from 1-4-1983, with reference to the cost of a certain number of single journeys. The equivalent number of single journeys covered by the proposed revised monthly season ticket fares

range between 12 and 24. The existing and proposed Second Class monthly season ticket fares for a few representative distances are as follows:

Distance	Existing		Proposed	
	Rs. P.		Rs. P.	
Upto 5 kms. . .	6.50		15.00	
For 25 Kms. . .	18.00		28.00	
For 50 Kms. . .	28.00		42.00	
For 80 Kms. . .	36.50		59.00	

First Class monthly season ticket will be four times those for corresponding distances in Second Class.

To avoid malpractices and to prevent monthly season ticket holders from travelling by Mail/Express trains inconveniencing long distance passengers, it is proposed to restrict the distance limit for issue of season tickets to 80 kms. This will not, however, apply to suburban sections notified as such. Further, it is proposed to restrict the facility of monthly season tickets to and from metropolitan cities and over suburban-like sections such as Lucknow-Kanpur, Delhi-Meerut, Delhi-Agra, Madras-Bangalore, Bombay-Pune and other similar sections to be notified by the railways. In these cases also, the season tickets will be available only distances upto 80 kms. |

It is also proposed to fix the minimum single journey ticket fare at Re. 1 on suburban sections.

The proposed revised monthly season ticket fares as compared with existing fare for representative distances are shown in Annexure IV of the Memorandum explaining the proposals for adjustments in Freight Rates and Fares forming parts of the budget documents.

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RAJDHANI FARES

On the basis of the proposed fare structure the fares applicable Rajdhani trains will also be revised as shown in Annexure III of the Memorandum mentioned above which is available with the budget documents.

FREIGHT RATES

As in the case of passenger fares, a revised rationalised freight structure keeping in view the recommendations of the Rail Tariff Enquiry Committee, National Transport Policy Committee and the Railway Reforms Committee, with appropriate modifications, is proposed to be introduced with effect from 1-4-1983. The salient features of the proposed freight structure are:

—all the supplementary charges on the basis of percentages introduced in the past few years will be merged in the revised freight structure.

—a basic class 100 freight rates scale is prescribed for various distances on the basis of the telescopic principle.

—rates for goods falling in other classes are determined as percentages above or below the base class 100 rate. The various classes range from 65 to 300.

The base class 100 wagon load rate with the degree of taper is as follows:—

Distance legs in Kilometres	Paise per quintal per Km.	Taper
Zero Km.	75 fixed charge for all classes	
plus 1—100	2.35	100%
plus 101—250	1.65	60%
plus 251—1500	1.53	65%
plus 501—1000	1.41	60%
plus 1001—1500	1.18	50%
plus 1501—2000	0.94	40%
plus 2001—2500	0.82	35%
2501 and over	0.71	30%

These will be an additional transshipment charge of Rs. 15 per tonne where the destination point or the booking point is less than 200 kms. from the break of gauge transshipment point.

I am happy to announce that traffic to and from stations in Assam and other North Eastern States will be allowed a freight concession of 6 per cent.

The increase per quintal in the proposed freight structure over the existing rates for goods falling in the base scale, range between 46 Paise at 100 Kilometres to Rs. 3.10 at 2500 Kilometres.

On the basis of the average leads over which the commodities are transported, the increases per tonne kilometre in respect of salt, food-grains, oil cake, gypsum, oil seeds, paper, chemical manures, cement, sugar and edible oils range between 1.3 paise and 2.3 paise. In respect of other commodities like coal for washeries, sugarcane, limestone, dolomite, manganese ore, coal for steel plants and petroleum products, the average leads of which are below 750 kms., the increases per tonne kilometre range between 4.4 paise and 8 paise.

78. The existing rates and the proposed rates for representative distances for major commodities and for average leads are shown in Annexures V and VI to the Memorandum mentioned earlier.

FINANCIAL RESULTS

79. The anticipated additional annual revenue from the proposed revisions is Rs. 178.90 crores from passenger traffic, and Rs. 310 crores from goods traffic making a total of Rs. 488.90 crores, which would be just sufficient to cover the gap between traffic receipts and revenue expenditure, make payment of full Dividend to General Revenues, meet Development Fund Expenditure and partially liquidate the indebtedness.

to General Revenues. The House will appreciate that I have attempted only to balance the budget as explained.

CONCLUSION

80. I am grateful to the Honourable Members for the patient hearing given to me. With your valuable support, the dedicated effort of railwaymen at all levels and the co-operation of the rail users, we should be able to improve the functioning of the largest transport undertaking in our country. I can assure the House that no effort will be spared to achieve good results in all the facets of railway operations.

MR. SPEAKER: The House is adjourned till 2.40 p.m.

The Lok Sabha then adjourned for Lunch till Forty Minutes past Fourteen of the Clock.

The Lok Sabha re-assembled after Lunch at fortyeight minutes past Fourteen of the Clock

[MR. DEPUTY SPEAKER IN THE CHAIR]

RE: INDIAN TELEGRAPH (THIRD AMENDMENT) RULES

श्री राम विलास पासवान (हाजीपूर) :
उपाध्यक्ष महोदय मेरा प्वाइण्ट आफ आर्डर है । आज के अजेंडा में था कि रेलवे मिनिस्टर द्वारा बजट पेश किया जाएगा और बहुत ही चालाकी पूर्ण ढंग से पेपर्स लेड में गार्डगिल जी का आईटम घुसेड़ दिया गया है जो पोस्टल रेट्स बढ़ाने के सम्बन्ध में है । इस सम्बन्ध में 21 तारीख को नोटिफिकेशन हुआ है जब कि हर्जिस सेशन में था । चेयर की हमेशा से रूलिंग रही है जब हाउस सेशन में हो तो बाहर दाम नहीं बढ़ाए जा सकते । अजनतांत्रिक कदम है और पार्लियामेंट की प्रतिष्ठा गिराई गई है । इस पर मैं चेयर की रूलिंग चाहूंगा ।

MR. DEPUTY-SPEAKER: I think this has been done.

(Interruptions)

MR. DEPUTY-SPEAKER: Please listen to me. The Speaker has. . .

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): The House is in session.

SHRI RAM VILAS PASWAN: On the 21st it was notified. Sir, you are in the Chair. It is your responsibility to ensure. . .

MR. DEPUTY-SPEAKER: You are speaking about the Papers laid on the Table?

SHRI RAM VILAS PASWAN: The question is not about the Papers laid on the Table.

21 फरवरी को नोटिफिकेशन किया गया है और हाउस 18 तारीख से सेशन में था। जब हाउस सेशन में था तो एग्जीक्यूटिव द्वारा 21 तारीख को कैसे ये दाम बढ़ाए गए?

MR. DEPUTY-SPEAKER: What is the item No.?

SHRI RAM VILAS PASWAN: Item No. 4: "Shri V. N. Gadgil to lay on the Table a copy of the Indian Telegraph (Third Amendment) Rules, 1983 (Hindi and English versions) published in Notification No. G.S.R. 93(E) in Gazette of India dated the 21st February, 1983, under sub-section (5) of section 7 of the Indian Telegraph Act, 1985."

जब 21 तारीख को आप बढ़ा सकते हैं—
(व्यवधान)

MR. DEPUTY-SPEAKER: All right, you have raised that point. But you cannot raise an objection for the Papers being laid on the Table of the House and therefore, I rule that your point of order is out of order.

(Interruptions)

MR. DEPUTY-SPEAKER: You cannot object to the Papers being laid on the Table of the House. You are objecting to it. You cannot object. Under what rule you are objecting to that?

SHRI RAM VILAS PASWAN: It Under Rule 176.

इस तरह से मेम्बर पार्लियामेन्ट को मूर्ख नहीं बना जा सकता ।

MR. DEPUTY-SPEAKER: He has objected to it under Rule 176. That is all right.

SHRI CHITTA BASU (Balasat): Sir, it is a matter of impropriety. (Interruptions). Sir, as you may know that last time the Speaker. . .

(Interruptions)

MR. DEPUTY-SPEAKER: This is a question of laying of papers on the Table of the House.

SHRI RAM VILAS PASWAN: It is not a matter of Papers being laid on the Table only. I am only asking you. . .

(Interruptions)

MR. DEPUTY-SPEAKER: All right, you have raised the point. I have understood. Please sit down.

SHRI HARIKESH BAHADUR (Gorakhpur): The propriety of Parliament. . .

(Interruptions)

MR. DEPUTY-SPEAKER: All right, Harikesh also would be noted.

SHRI CHITTA BASU: The point is not that. . . (Interruptions). But the point is that earlier the Speaker made an observation that while the Parliament is in Session or is about to meet, there should not be any increase of rates of tariff. Sir, through this particular Notification he postal tariffs have been increased. This is a gross. . .

(Interruptions)

SHRI RAM VILAS PASWAN: I have that copy. This is the copy.

MR. DEPUTY-SPEAKER: You have made the point. You please sit down. You made out the point. The Minister is not here and therefore, when that question comes up, you can raise it.

SHRI RAM VILAS PASWAN: No, you direct the Minister.

(Interruptions)

MR. DEPUTY-SPEAKER: After the Calling Attention, the Minister will come.

SHRI RAM VILAS PASWAN: No.

(Interruptions)

MR. DEPUTY-SPEAKER: I am giving a solution. Now, the item on the Agenda is Calling Attention. After that he will come.

(Interruptions)

SHRI RAM VILAS PASWAN: You direct the Minister to make a statement.

SHRI SATYASADHAN CHAKRABORTY: How did the direction of the Speaker. . .

(Interruptions)

MR. DEPUTY-SPEAKER: You have raised your point. I will ask the Minister to come now and reply to you. And in the meanwhile we are proceeding according to the agenda.

SHRI SATYASADHAN CHAKRABORTY: Sir, how can you do that?

(Interruptions)

MR. DEPUTY-SPEAKER: I am asking you.

SHRI RAM VILAS PASWAN: Let the Minister come.

SHRI SATYANARAYAN JATIA (Ujjain): It is a wrong practice.

MR. DEPUTY-SPEAKER: He has been called. We have got the next item now on the Agenda.

SHRI SURAJ BHAN (Ambala): I have one more point.

MR. DEPUTY-SPEAKER: I have settled this. Why one more point?

SHRI SURAJ BHAN: I agree with you, Sir. You had been in the Communications Department earlier. You are the custodian of. . .

MR. DEPUTY-SPEAKER: Now I am not there.

SHRI SURAJ BHAN: Kindly see that the Department does not commit any impropriety.

MR. DEPUTY-SPEAKER: Now, Calling Attention—Mr. Harikesh Bahadur. Every day in the Calling Attention he is getting his name.

4.54 hrs.

CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

Need to pay remunerative price to sugarcane growers, late cane-crushing by sugar mills and non-payment of price in time to cane growers

श्री हरिकेश बहादुर (गोरखपुर) :
उपाध्यक्ष जी, मैं अविलम्बनीय लोक महत्व के विषय की ओर ध्यान दिलाता हूँ और प्रार्थना करता हूँ कि खाद्य और नागरिक पूर्ति मंत्री इस बारे में वक्तव्य दें :—

“गन्ना उत्पादकों को उनके गन्ने का लाभप्रद मूल्य दिलाने की आवश्यकता, चीनी मिलों द्वारा गन्ने की देर से पिराई और गन्ना उत्पादकों को समय पर गन्ने का मूल्य न दिये जाने के फलस्वरूप उन्हें देय भारी बकाया राशि जमा हो जाने तथा उनके लिए कठिनाई उत्पन्न हो जाने और इस संबंध में सरकार द्वारा की गई कार्यवाही” की ओर खाद्य और नागरिक पूर्ति मंत्री का ध्यान दिलाता हूँ।

खाद्य और नागरिक पूर्ति मंत्रालय के राज्य मंत्री (श्री भागवत झा आजाद) :
आरम्भ में मैं माननीय सदस्यों का इस मामले में स्थिति स्पष्ट करने का अवसर

देने के लिए आभार व्यक्त करना चाहूंगा। सरकार किसानों के हितों की सुरक्षा करने, गन्ने का उत्पादन स्थिर स्तर तक बनाए रखने के लिए उन्हें पर्याप्त प्रोत्साहन देने की आवश्यकता से पूरी तरह सजग है और उसने गन्ना उत्पादकों को लाभकारी मूल्य देने की आवश्यकता को सदैव स्वीकार किया है।

केन्द्रीय सरकार गन्ना उत्पादकों के हितों, चीनी के उत्पादन को स्थिर स्तर पर बनाये रखने की आवश्यकता और असंख्य उपभोक्ताओं के हितों को ध्यान में रखकर प्रत्येक वर्ष गन्ने के सांविधिक न्यूनतम मूल्य निर्धारित करती है। केन्द्रीय सरकार द्वारा निर्धारित सांविधिक न्यूनतम मूल्य केवल एक न्यूनतम मूल्य होता है। केन्द्रीय सरकार यह नहीं चाहती है कि गन्ना उत्पादकों को सप्लाई किए गए गन्ने का खासकर गन्ने के भरपूर उत्पादन के वर्ष में इससे कम मूल्य मिले। तथापि, गन्ना उत्पादकों को सामान्यतया वास्तव में जो मूल्य दिया जाता है वह प्रत्येक वर्ष निर्धारित किए गए गन्ने के सांविधिक न्यूनतम मूल्य से काफी अधिक होता है। चालू वर्ष में भी गन्ना उत्पादकों को गन्ने के घोषित सांविधिक न्यूनतम मूल्य जोकि 8.5 प्रतिशत की रिकवरी पर 13 रुपये प्रति क्विंटल है, की अपेक्षा ऊंचा मूल्य मिल रहा है।

केन्द्रीय सरकार ने 82-83 चीनी मौसम के लिए 15 नवम्बर, 1982 को नियत दिन घोषित किया है और कुल मिलाकर फैक्ट्रियों ने समय पर पिराई कार्य शुरु किया है। इसमें कोई अनुचित विलम्ब नहीं हुआ है जिससे केन्द्रीय/राज्य सरकारें उनके विरुद्ध कोई कार्रवाई करें।

जनवरी, फरवरी और मार्च के महीनों में गन्ने की पिराई का कार्य पूरे जोरों पर होने से गन्ने के मूल्य की बकाया राशि का

[श्री भागवत झा आजाद]

बढ़ना लाजमी है लेकिन गन्ना पिराई मौसम बीतने पर गन्ने के मूल्य की बकाया राशि तेजी से खत्म हो रही है गन्ने के मूल्य की देय राशि का भुगतान कराने और अन्य संबंधित मामलों पर राज्य सरकारों द्वारा कार्रवाई की जाती है। ऐसी अदायगियां कराने के लिए उनके पास आवश्यक संगठन और अधिकार हैं। केन्द्रीय सरकार स्थिति पर निगरानी रखती है और गन्ने के मूल्य के बकायों का शीघ्र भुगतान कराने के लिए समय-समय पर राज्य सरकारों को निदेश जारी करती है। क्योंकि 1981-82 के रिकार्ड उत्पादन वर्ष के बाद दूसरा भरपूर उत्पादन का वर्ष आया है, इसलिए मिलों को बहुत अधिक मात्रा में गन्ने की पिराई करनी पड़ेगी और कुछ हद तक गन्ने के मूल्य की बकाया राशि बढ़ भी सकती है। तथापि, राज्य सरकारों को गन्ने के मूल्य के बकायों का तुरन्त भुगतान सुनिश्चित करने के लिए उपयुक्त उपाय करने के लिए कहने के अलावा, केन्द्रीय सरकार अतिरिक्त बैंक उधार की व्यवस्था कर, खुली बिक्री की चीनी की निर्मुक्ति प्रक्रिया के माध्यम से खुले बाजार में मूल्यों पर निगरानी रखकर यह सुनिश्चित करने के लिए सभी पग उठा रही है कि मिलों की तरलता बनी रहे ताकि वे गन्ने के मूल्य की बकाया राशि का शीघ्र भुगतान कर सकें।

श्री हरिकेश बहादुर (गोरखपुर) : मान्यवर, माननीय मंत्री जी अभी बहुत जल्दी ही इस विभाग में आयें हैं, इसलिये मैं उनको बहुत कष्ट तो नहीं देना चाहूंगा।...

श्री भागवत झा आजाद : मैं बहुत कृतज्ञ हूँ।

श्री हरिकेश बहादुर : लेकिन किसानों के सामने जो कष्ट है उसका विवरण

जरूर उनके सामने रखना चाहता हूँ। गन्ने की खेती करने वाले किसान इस समय तबाही की स्थिति में हैं। आम तौर पर तो सभी किसान वह चाहे कुछ भी उत्पादित करते हों तबाह हो रहे हैं क्योंकि कभी ओला पड़ता है तो कभी सूखा, कभी बाढ़ जिसकी वजह से उनकी हालत बहुत खराब हो गई है, लेकिन जहां तक गन्ने का सवाल है गन्ने के किसान को एक तो लाभकारी मूल्य नहीं मिल पा रहा है, दूसरे जो मूल्य मिलाना चाहिये वह समय से नहीं मिल पाता है, और पिछले वर्ष का बकाया भी तमाम किसानों का अभी काभी बाकी है। मेरा तो ज्यादा अनुमान था, लेकिन मंत्री जी बतायेंगे कि कितना बकाया है। मैं समझता हूँ कि पिछले वर्ष का 60 करोड़ रु० बकाया है, लेकिन मंत्री जी स्पष्ट करेंगे पिछले वर्ष का कितना बकाया है। और सबसे दुर्भाग्यपूर्ण पहलू यह है कि बकाया पर सूद नहीं दिया जाता जब कि यह नियम है कि बकाया जो भी हो अगर 14 दिन से अधिक हो जाता है तो उस पर सूद दिया जाना चाहिये। साथ ही किसान जो अपना गुड़ बनाता है उसकी भी कीमत गिर गई है। और गन्ने की कीमत सरकार द्वारा जो निर्धारित की गई है वह इतनी है कि जो सूखी लकड़ी जलायी जाती है उससे भी कई गुना कम है।

15.00 hrs.

सूखी लकड़ी जलाने के लिये 40, 50 रुपये प्रति क्विंटल के दर से मिलती है और भारत सरकार गन्ने का मूल्य 17 रुपये 40 पैसे प्रति क्विंटल निर्धारित करती है।

मेरा कहना यह है कि अगर वर्तमान स्थिति बनी रहती है तो गन्ना किसानों को कम से कम 25 रुपये प्रति क्विंटल

के हिसाब से मूल्य दिया जाना चाहिये । अब तो हमारे उत्तर प्रदेश की स्थिति यह हो रही है कि सेंट्रल गवर्नमेंट ने गन्ने का दाम 17 रुपये 40 पैसे प्रति क्विंटल निश्चित किया है और प्रदेश सरकार ने कहा कि पूर्वी उत्तर प्रदेश में 20 रुपये 50 पैसे और पश्चिमी उत्तर प्रदेश में 21 रुपये 50 पैसे गन्ने का मूल्य प्रति क्विंटल दिया जायेगा । इसका नतीजा यह हुआ कि प्राइवेट सैक्टर की मिलों ने या शुगर कार्पोरेशन की मिलों ने भी कहा कि हम तो अब 17 रुपये 40 पैसे से ज्यादा दाम नहीं देंगे और वह राज्य सरकार पर दबाव डालने लगे । यहां तक हुआ कि हमारे पूर्वी उत्तर प्रदेश की कुछ मिलों ने तो किसानों को 14 रुपये प्रति क्विंटल के हिसाब से मूल्य दिया । केन्द्रीय सरकार तथा राज्य सरकार के मूल्य में इतना बड़ा जो अन्तर हो गया, इससे ऐसा लगा कि केन्द्रीय सरकार अपनी ही पार्टी की राज्य सरकार में विश्वास नहीं रखती, नहीं तो इस प्रकार का मूल्यों में अन्तर होने की कोई संभावना ही नहीं थी । लेकिन केन्द्रीय सरकार ने बहुत कम मूल्य निर्धारित किया जो कि 17 रुपये 40 पैसे था जब कि राज्य सरकार ने 20 रुपये 50 पैसे व 21 रुपये 50 पैसे रखा । इस प्रकार केन्द्रीय सरकार ने अपनी ही राज्य सरकार पर अविश्वास प्रकट किया ।

भारत सरकार ने एक कमेटी बनाई थी जिसकी रिपोर्ट अखबारों में पब्लिश हुई है । उस कमेटी का नाम है नर-सिंहमन कमेटी । उस कमेटी ने कहा है कि गन्ने का मूल्य कम किया जाना चाहिये । इसके लिये उसने तर्क भी दिया है । उनका कहना यह है कि अगर गन्ने का उत्पादन कम नहीं किया जाता है, किसान जो गन्ना उत्पन्न करते हैं, उनको अगर डिस्करेज नहीं

किया जाता है तो गेहूं, धान, तिलहन और दालों का उत्पादन कम हो जायेगा । किसान पैसे के लिए अधिक गन्ना बोने लगेंगे जिससे इन चीजों का उत्पादन कम हो जायेगा । नतीजा यह होगा कि यह तमाम चीजें इम्पोर्ट करनी पड़ेंगी ।

यह सुझाव देते समय उन्होंने अपने तर्क तो कुछ ऐसे दिये हैं, जिस पर सोचा समझा जा सकता है, लेकिन इस बात पर कतई ध्यान देने की उन्होंने जरूरत नहीं समझी कि किसान आज महंगे रेट पर खाद वगैरह लेकर गन्ना पैदा करता है । जितने पेट्रोलियम प्रोडक्ट्स हैं, सरकार ने उनकी कीमतों में 3 साल में 5 बार वृद्धि की है । डीजल के दाम अभी बढ़ा दिये गये हैं, इन्सैक्टीसाइड और पैस्टी-साइड्स की कीमतें काफी ऊपर चली गई हैं । बिजली जो सिचाई के काम में आती है, पानी जो नहरों से लिया जाता है उनकी कीमतें बढ़ा दी गई हैं । कृषि के औजारों की कीमतें बढ़ी हैं । लेकिन कमेटी ने यह नहीं सोचा कि अगर हम इन चीजों की कीमतों को कम नहीं करते या गेहूं, धान, तिलहन और दालों की फसलों का समर्थन मूल्य नहीं बढ़ाते तो कैसे गन्ना का मूल्य कम देने से किसान का लाभ पहुंचा सकते हैं ।

अगर किसान को लाभ पहुंचाना है, साथ में उत्पादन बढ़ाना है तो कीमतों को ठीक करना होगा । पहली चीज यह होगी कि गेहूं, धान, दाल, तिलहन की फसलों की कीमतें बढ़ानी होगी, उनका समर्थन मूल्य बढ़ाना होगा ताकि किसान अपने को उत्साहित महसूस करे और इन चीजों का उत्पादन करे । अगर वह अपने को उत्साहित महसूस नहीं करता है तो इन चीजों का अधिक उत्पादन नहीं करेगा । अगर गन्ने का भी उचित मूल्य नहीं मिलेगा तो वह तबाह हो जायेगा, जो कि स्थिति आज हमारे देश में पहले से ही है ।

[श्री झा हरिकेश बहादुर]

इस कमेटी ने यह कहा था कि हमें तमाम खाद्यान्न का आयात करना पड़ेगा जिससे कि हमारे पूरे देश के किसान और देश का चीनी उद्योग तबाह हो जायेगा । इसके लिए किसानों को इन्सेटिव देने की जरूरत है । दूसरी फसलों के बारे में भी उनको सुझाव देने चाहिए थे जो कि उन्होंने नहीं दिये ।

पिछले वर्ष 84 लाख टन गन्ने का उत्पादन हुआ था और इस वर्ष भी 84 लाख टन गन्ने का उत्पादन हुआ है । देश में एवरेज कंजंपशन 60 लाख टन के लगभग है । ऐसी हालत में अगर सरकार को बुवाई कम करवानी थी या गन्ने का ठीक मूल्य नहीं देना था तो किसानों को एक साल पहले ही बता देना चाहिए था कि अगले साल अधिक गन्ना मत बोइये । अगर आप अधिक गन्ना बोयेंगे तो हम आपके उत्पादन की कीमत नहीं दे सकेंगे । मगर सरकार ने यह भी नहीं किया । आज जब किसान ने अपना गन्ना बो दिया है, तो इस समय यह कहने का सरकार को कोई नैतिक अधिकार नहीं है कि हम उस की उचित कीमत नहीं देंगे ।

साथ ही जो चीनी मिलें हैं उन्होंने देर से पिराई शुरू की है । उत्तर प्रदेश में बहुत सी मिलें हैं और माननीय मंत्री जी के बिहार में भी ऐसी बहुत सी मिलें हैं जिन्होंने देर से पिराई शुरू की है, जिस के कारण आज भी किसानों के खेतों में गन्ना खड़ा है और इस बात की आशंका है कि कहीं इस साल भी गन्ना खेतों में जलाना न पड़े । मैं मंत्री जी से विशेष रूप से अनुरोध करूंगा—वे इस समस्या को देखें और ऐसी व्यवस्था करें जिस से देर तक चीनी मिलों को चलाया जा सके, ताकि गन्ने को खेतों में न जलाना पड़े ।

चीनी मिलों का आधुनिकीकरण किया जाना बहुत आवश्यक है । आज चीनी मिलों का माडर्नाइजेशन नहीं हो पा रहा है ।, इस लिए उन की पिराई की क्षमता अधिक नहीं है । चीनी मिलों में आज जितने गन्ने की पिराई होनी चाहिए, उतनी पिराई वे नहीं कर पा रहे हैं, जिस के कारण किसानों के सामने संकट पैसा हो गया है ।

किसानों के बकाये की तरफ मैं विशेष रूप से आप का ध्यान खींचना चाहता हूं । इस साल यदि गन्ने के बकाये का भुगतान ठीक ढंग से नहीं हुआ तो यह बकाया 300 करोड़ रुपये तक पहुंच सकता है । मैंने अभी हाल में एक अखबार में देखा—अगर यह बकाया इसी रफ्तार से बढ़ता रहा तो इस वर्ष के उत्पादन के काम की समाप्ति तक यह बकाया 500 करोड़ रुपये हो जायगा । लेकिन मेरा अनुमान है—500 करोड़ तो नहीं, लेकिन 300 करोड़ तो आवश्यक हो जायगा, क्योंकि 160 करोड़ या शायद 175 करोड़ रुपया तो इसी समय बकाया है ।

किसानों को जिस समय बकाये का भुगतान किया जाता है तो उस के साथ उन को सूद नहीं दिया जाता है, जिस के लिए गवर्नमेंट का आर्डर पहले से ही है । शुगर-केन कण्ट्रोल आर्डर, 1966 में कहा गया है —

“Where a producer of sugar or his agent fails to make payment for the sugarcane purchased within 14 days of the date of delivery, he shall pay interest on the amount due at the rate of 15 per cent per annum for the period of such delay beyond 14 days.”

इस आर्डर में क्लियरली लिखा है, लेकिन कोई भी मिल-मालिक इस आदेश का पालन नहीं करता है तथा किसानों का जो बकाया

रहता है उस पर सूद नहीं दिया जाता । इसलिए मैं माननीय मंत्री जी से विशेष रूप से अपील करूंगा तथा यह मेरा प्रश्न भी है — क्या वह इस बात को सुनिश्चित करेंगे कि जब भी किसानों का बकाया वापस किया जाय, उन को सूद के साथ वापस किया जाय । आज तक जो प्रेक्टिस रहीं है उस में उन का बकाया सूद के साथ नहीं दिया जाता है । यह चीज खत्म होनी चाहिए, इस में किसानों का बहुत नुकसान होता है ।

मजदूरों का जो वेतन है वह भी कई महीनों तक बकाया रह जाता है । मिलें उन का वेतन समय से नहीं देता तथा यह भी उसी प्रकार बकाया रहता है जिस प्रकार किसानों का बकाया समय से नहीं मिलता है । इसलिए यह सुनिश्चित किया जाय कि मजदूरों का वेतन हर महीने समय से मिला करें । अगर ऐसा नहीं होता है, तो मंत्री जी से मेरी मांग है कि वे इस बात को सुनिश्चित करें कि मजदूरों का वेतन अगर बकाया रह जाता है तो उन्हें भी सूद के साथ वेतन दिया जाय, जिस प्रकार किसानों को उन का बकाया सूद के साथ दिये जाने का नियम है ।

अब मैं अन्तिम सुझाव रखना चाहता हूँ—हर साल किसानों के गन्ने के खेतों का सर्वेक्षण नहीं होता है । मान लीजिये एक वर्ष किसी किसान ने 10 एकड़ में गन्ना बोया और दूसरे साल केवल दो एकड़ में ही बोया, तो दूसरे साल भी उसको 10 एकड़ की पर्ची मिल जाएगी । इसी तरह से अगर किसी किसान ने पहले साल 2 एकड़ में बोया है और दूसरे साल 10 एकड़ में बोया है तो दूसरे साल उस किसान को 10 एकड़ के बजाय 2 एकड़ की पर्ची मिलेगी । इस तरह से जो किसान 2 एकड़ के बजाय 10 एकड़ की पर्ची पा जाता है वह उसको ज्यादा पैदा करने वाले को ब्लैक में बेच देता है । इसलिये

मेरा निवेदन है प्रतिवर्ष किसानों के खेतों का सर्वेक्षण किया जायगा, किसने कितना बोया है उसी के अनुसार उसको पर्ची दी जाए । क्या मंत्री जी इसके लिये राज्य सरकारों को निर्देश देंगे ?

अन्तिम सुझाव —शुगर केन रिसर्च इंस्टीचूट जगह-जगह खोले जाने चाहिये ताकि अगर कम क्षेत्र में गन्ना बोया जाय तो भी उससे अधिक से अधिक उत्पादन हो सके, क्योंकि उत्पादन अच्छा नहीं होता है तो हमें अधिक खेती गन्ना बोने में फसानी पड़ेगी, जिस का दूसरे खाद्यन्नों के उत्पादन पर प्रभाव पड़ेगा ।

इसलिए अच्छी किस्म का गन्ना बोया जाए, उसका उत्पादन अधिक हो, इसके लिए आवश्यक है कि हमें जगह-जगह पर शुगर केन रिसर्च इंस्टीचूट खोलने चाहिए और अच्छी किस्म के बीजों का उत्पादन करना चाहिए ।

श्री भागवत झा आजाद : उपाध्यक्ष महोदय, इनका पहला प्रश्न है मिलों की तरफ किसानों का कितना पैसा बकाया है ? 1981-82 में 28 करोड़ 55 लाख 67 हजार रुपए बकाया थे । अभी 15 जनवरी 1983 तक 429 करोड़ 38 लाख 42 हजार रुपए की राशि देय थी । जिसमें उन्होंने 15 तारीख तक 276 करोड़ 52 लाख 53 हजार रुपए दे दिया है और जो बाकी है, वह 152 करोड़ 85 लाख 89 हजार रुपए । जो कि टोटल का 35.6 प्रतिशत है । इसका एक कारण यह भी है कि जनवरी, फरवरी और मार्च में सबसे अधिक गन्ने की कृषिग होती है और गन्ने का प्रशर भी काफी होता है । इसलिए सब मिलें चाहती हैं कि अधिक से अधिक गन्ने की पिराई की जाए और किसानों की तरफ से गन्ना आ भी रहा है । इसलिए इस वक्त बकाया राशि काफी हो जाती है, लेकिन ज्यों-ज्यों सीजन समाप्त होने को आता है, त्यों-त्यों बकाया राशि कम होती जाती है । यह बात पिछले आंकड़ों से प्रमाणित होती है ।

[श्री भगवत झा आजाद]

आपने एक बात यह भी कही कि गन्ने का मूल्य कम निश्चित हुआ है। यह बात सही नहीं है, इस वक्त इसका उल्टा है। कमीशन के अनुसार भी जो सरकार ने मूल्य निश्चित किया, उसके बाद राज्य सरकार ने निश्चित किया, उसी के अनुसार ही किसानों को लाभकारी मूल्य मिल रहा है। कठिनाई यह है कि यह बात जब आप केन-ग्रोअर्स के समर्थन में कहते हैं, तो मैं भी उनका समर्थन करता हूँ। लेकिन एक बात आपको भी निश्चित रूप से विचार करनी होगी कि जब केन की प्राइस निश्चित की जाए जो सारे चीनी उद्योगों की इकानामिक वायबिलिटी का प्रश्न भी आता है, लेकिन इस से अधिक हिन्दुस्तान के हजारों, लाखों और करोड़ों उपभोक्ताओं को चीनी उचित मूल्य पर मिलनी चाहिए। इसलिए कीमत को सुनिश्चित करने के लिए कई प्रसिद्ध और प्रमुख फैक्टर्स को ध्यान में रखकर ही मूल्य निश्चित किया जाता है। अगर गन्ने की कीमत कम मिलती है तो आपको मालूम है कि 1978-79 में गन्ना जला दिमा गया और चीनी बाजार में नहीं रही।

एक माननीय सदस्य : उस समय चीनी सस्ती थी।

श्री भगवत झा आजाद : क्या कह रहे हैं, चीनी सस्ती थी।

श्री हरिकेश बहादुर : उस वक्त चीनी 2.25 रु० किलो थी।

श्री भगवत झा आजाद : आपको मुबारक हो कि उस वक्त चीनी, 1978-79 में, सस्ती थी।

MR. DEPUTY-SPEAKER: Shri Harikesh Bahadur never belonged to Janata.

SHRI BHAGWAT JHA AZAD: No. Anyway, even if he belongs to other Parties.

किसी भी पार्टी में हो, बहुत रिजनेबल आदमी हैं।

इसलिए मैं कह रहा था कि अगर हमने कम कीमत की तो गन्ना जल जाएगा और अगर हमने बहुत अधिक कीमत की, जो हमारा मिनिमम प्राइस है और 3.5 पर रिकवरी लिंक है, तो इतना अधिक एरियसो हो जाएगा कि अगर मिल की वायबिलिटी क चैलेंज किया जाए तो वे नहीं कर पायेंगे। इसलिए हमको बड़ा बैलेंस करके चलना पड़ता है। केन ग्रोअर्स, मिल्स और उपभोक्ता तीनों में तारतम्य स्थापित करना पड़ता है। यदि तारतम्य में कहीं कोई फस्टर इधर-उधर हो जाता है, तो मुसीबत हो जाती है। इसकी बहुत डिटेल् प्रणाली है, जिसके अन्तर्गत कीमत ठीक होती है।

15.15 hrs.

[MR. SPEAKER in the Chair].

जो आपने कीमत की बात कही है, वह ठीक है। उदाहरण के लिए आपने कहा कि उत्तर प्रदेश में, ईस्ट यू. पी० में आपने बताया कि कीमत में फर्क है। फर्क है। हमने तो ईस्ट यू. पी. में 16 रु० 10 पैसे प्रति क्विंटल तय किया, उसके ऊपर राज्य सरकार 20 रु० 50 पैसे देती है। सेन्ट्रल यू० पी. में 17 रु० 60 पैसे वेस्ट यू. पी. में 18 रु० 85 पैसे हैं। यू. पी. स्टेट के केस में 21 रु० 50 पैसे हैं। प्रश्न यह है कि जो कीमत हम दे रहे हैं, मिल वालों को, वह हमारी एडवान्स प्राइस है। वह रेशनल्ली वेस्ड है। इसलिए है कि जब सीजन समाप्त हो जाएगा उस समय में अधिक रिकवरी होने के बाद भागवत फामुले के अन्तर्गत में 50-50 प्रतिशत बांटने की बात है। इससे उत्तर प्रदेश और बिहार ने एक कीमत निश्चित कर दी, वह उनकी फाइनल कीमत है। जो कीमते उन्होंने सुनिश्चित की हैं और अधिक भी हैं उसी

का यह परिणाम हुआ है कि आज बहुत अधिक एरियर्स जमा हो रहे हैं।

मैंने राज्य सरकारों से निवेदन किया है कि जिस तरह महाराष्ट्रा रजस्थान तमिलनाडु और केन्द्रीय सरकार एडवोकेट प्राइस देती हैं और उसको रिकवर्सिबल से लिंक करती हैं, कृपया उत्तर प्रदेश और बिहार वाले बन्धु उसी आधारी पर चलें तो किसानों को कठिनाई नहीं होगी और एरियर्स भी नहीं रहेंगे।

जब बातें अच्छी होंगी। मैं इस डिबेट के बाद भी उत्तर प्रदेश और बिहार से जहां बहुत अधिक उपज है और जहां एरियर्स भी सबसे अधिक बाकी है, कहूंगा कि वे थोड़ा गुजरात को, महाराष्ट्र की, तमिलनाडु और केन्द्रीय सरकार की साईंटिफिक प्रणाली की व्यवस्था करें, इससे कल्याण की भी व्यवस्था होगी और एरियर्स भी नहीं रहेंगे।

अध्यक्ष महोदय : मंत्री महोदय, आप एक काम करेंगे कि लोग टर्म प्लानिंग का हिसाब करें कि किस तरह की कितनी खेती हो। यह नहीं रहने से किसान आगे नहीं करेंगे। यह आपके एग्रीकल्चरल विभाग को करना पड़ेगा।

श्री भागवत झा आनाद : आपका सुझाव हमारे लिए मान्य है। इसके सम्बन्ध में हम देखेंगे कि हम क्या कर सकते हैं? हम अधिक तो कुछ नहीं कर सकते हैं।

लॉग टर्म पालिसी भी निर्धारित होती है, उसके बारे में मैंने बताया कि हम तीन प्रमुख बातों को ध्यान में रखते हैं। एक केन ग्राउन्स के इन्टेस्ट को, दूसरे वाए-बिलटी आफ द मिल्स। केन्द्रीय सरकार ने जो मिलें ली हैं आठ हैं। पांच उत्तर-प्रदेश में हैं और तीन और राज्यों में हैं।

ये सारी सिक मिल, आऊट डेटिड मिल थीं। इनकी इकोनोमिक वाएबिलटी क्रश हो चुकी थी। हम उन मिलों को ऊपर लाये और कोशिश कर रहे हैं कि केन ग्राउन्स को इनसे नुकसान न हो। इन मिलों के बंद होने से किसानों को नुकसान हो रहा था। उनको अब हम चलाए जा रहे हैं। जो प्राइस हम दे रहे हैं वे गुजरात महाराष्ट्र और तमिलनाडु की नाई दे रहे हैं जो सीजन के समाप्त होने के बाद भागवत फामूले के अन्तर्गत लायेगा। लेकिन जो राज्य सरकारें कीमतें दे रही हैं, जैसा कि मैंने बताया कि हम मिनिमम स्टेच्युटरी प्राइस फिक्स करते हैं और उसको 8.5 परसेंट से लिंक करते हैं। अगर 8.5 परसेंट से 0.1 परसेंट बढ़ गया तो उसका किसान को कुछ ज्यादा पैसा मिल जाता है।

अध्यक्ष महोदय : आपकी कठिनाई हम समझते हैं। लेकिन उसके अन्तर्गत जैंगरीज वाला, जो क्रशर्स के पास जाता है, उसको तो पूरा पैसा नहीं मिलता है। जिस हिसाब से आप मिल से बिलवा सकते हैं, उतना पैसा उससे नहीं मिलता। दोनों का सम्बन्ध बना कर चलें।

श्री भागवत झा आनाद : अध्यक्ष महोदय, उनके संबंध में हम कीमत निर्धारित नहीं करते हैं। राज्य सरकारों को यह अधिकार है, अगर वे चाहें तो वे मिनिमम प्राइस उन्हें दे सकती हैं। यह राज्य सरकार को अधिकार है, इसमें हम कुछ नहीं करते हैं। राज्य सरकार अगर यह सोचें कि कीमत कम मिल रही है, उससे कठिनाई होगी तो वे करें।

यह बात सही है कि मिलों के पास लगभग 33 परसेंट गन्ना जाता है। बाकी

[श्री भागवत झा आजाद]

10-12 परसेंट अगर सीड के लिए रखा जाता है तो शेष उनके पास में जाता है। यह एक बहुत बड़ा सैक्टर है जो राज्य सरकारों के अन्तर्गत में है।

आपने उत्पादन के संबंध में कहा। पिछले वर्ष उत्पादन 84 लाख टन चीनी का था। इस साल हम उम्मीद करते हैं 75 और 80 लाख के बीच में होगा।

दूसरा आपने देर से शुरू करने का प्रश्न किया। पिछले साल इतना अधिक गन्ना हुआ कि हमको मिलों को काफी देर तक चलाने के लिए कहना पड़ा जिससे कि सारा गन्ना आ जाए। इस वजह से जुलाई और मध्य अगस्त तक मिलों को चलना पड़ा। उसके बाद फिर शुरू करने के लिए उनको कम से कम दो-तीन महीने का समय तो ठीक करने के लिए चाहिए। इसलिए इस बार मिलों को शुरू करने की तारीख 15 नवम्बर रखी गई और कुछ मिलों में केवल 2 या 3 सप्ताह का बिलम्ब हुआ है। उससे कोई अधिक कठिनाई पैदा नहीं होती है। हम इस साल भी कोशिश करेंगे कि वह पूरा गन्ना समाप्त होने तक चले। इसके लिए अगर उनको देर तक चलाने की आवश्यकता महसूस हुई तो उस पर भी हम विचार करेंगे।

श्री हरिकेश बहादुर: बकाया के बारे में ?

श्री भागवत झा आजाद : बकाया के बारे में मैंने बताया है कि इसके तीन फैक्टर्स हैं। बकाया का देना दिलाना क्योंकि राज्य सरकारों के अन्तर्गत आता है इसलिए समय-समय पर हमने राज्य सरकारों को निर्देश दिए हैं। हम तो

मानेट्रिंग करते हैं और बराबर निवेदन करते हैं। जब कीमतें तय होती हैं उस वक्त भी हम निवेदन करते हैं कि बकाया का खयाल रखिए। अब भी हम लोक सभा की भावना को ध्यान में रखते हुए मुख्यमंत्रियों को लिखेंगे कि कृपा करके इस सम्बन्ध में आवश्यक कार्यवाही करें और बकाया दूर करने की कोशिश करें। इस बारे में जितने जोश के साथ आपने यहां कहा है उतने ही जोश के साथ हम भी लिखेंगे।

श्री हरिकेश बहादुर : सूद के साथ ?

श्री भागवत झा आजाद : इसके बारे में मैंने देखा है। अभी तक ऐसा नहीं हुआ है। यह बात सही है कि 14 दिन में देय है। इसके लिए भी हम राज्य सरकारों को लिखेंगे। लेकिन सबसे बड़ी कठिनाई इस समय मूल की है सूद की बात तो बाद में आएगी। इसके लिए हम बराबर कोशिश कर रहे हैं।

इसके अलावा मजदूरों के वेतन के बारे में कहा गया। इसके बारे में मुझे नहीं मालूम, लेकिन हम राज्य सरकारों के मुख्यमंत्रियों को लिखेंगे कि मजदूरों का बकाया अदा किया जाए।

श्री हरिकेश बहादुर : अध्यक्ष महोदय, गोरखपुर में घुघली मिल है वहां हमेशा मजदूरों का बकाया रहता है ...।

श्री भागवत झा आजाद : मैंने आपके सब प्रश्नों का जवाब दे दिया है।

श्री हरिकेश बहादुर : मेरी कांस्टीट्यूंसी में घुघली मिल में हमेशा 6-7 और 8 महीने का मजदूरों का बकाया रहता है। हड़ताल भी होती है।

अध्यक्ष महोदय : हमने आपकी कठिनाई को समझते हुए इस सवाल का जबाब देने के लिए कहा है। इससे गरीब आदमियों का भला होगा।

श्री भागवत झा आजाद : माननीय सदस्य जिस तरह से मुझ पर दबाव डाल रहे हैं इतने जोर से अगर राज्य के मुख्य मंत्री पर दबाव डालें तो उससे अधिक लाभ होगा, क्योंकि यह उनके अधिकार क्षेत्र में है। वैसे मैं इनकी तरफ से बकालत करूंगा।

श्री हरिकेश बहादुर : हम जिसको कहें उसको मुख्य मंत्री बना दीजिए।

MR. SPEAKER: He is equally responsible.

श्री भागवत झा आजाद : आपने जो संरक्षण की बात कही है, इसके सम्बन्ध में भी राज्य सरकार को लिखेंगे।

श्री बी० डी० सिंह : (फूलपुर) : अध्यक्ष महोदय।

श्री हरिकेश बहादुर : अध्यक्ष महोदय, गाडगिल जी आ गए हैं।

अध्यक्ष महोदय : अच्छा है बैठे हैं आप उनके दर्शन कीजिए। जब तक आप तेल मालिश करके तैयार हो जाएं। यह बात ज्यादा जरूरी है। यह रोटी का मसला है।

श्री हरिकेश बहादुर : उसको आप कम कर सकते हैं, वह आप के हाथ में है।

श्री बी० डी० सिंह : अध्यक्ष जी माननीय मंत्री जी ने अपने बयान में सदस्यों के प्रति आभार व्यक्त किया है।

अध्यक्ष महोदय, वास्तव में आपके प्रति आभार व्यक्त किया जाना चाहिए कि आपने इतने महत्वपूर्ण विषय को आज के ध्यानाकर्षण प्रस्ताव में स्वीकार किया। आज के प्रस्ताव में जहां तक गन्ना किसानों

की समस्याओं का सम्बन्ध है, इसमें मुख्य रूप से तीन बातें आती हैं।

एक तो यह है, किसानों को लाभकारी मूल्य देने की आवश्यकता है। उन्हें वह मिलना चाहिए। दूसरी बात यह है कि चीनी मिलें जो पिराई प्रारम्भ करती हैं, वह बहुत देर से प्रारम्भ करती हैं। तीसरी समस्या यह है कि चीनी मिलों द्वारा गन्ने के मूल्य का समय पर भुगतान न करना। उसमें एरियर बहुत ज्यादा पड़ा रहता है, दो-दो साल तक पड़ा रहता है। इसमें जहां तक पहली समस्या का प्रश्न है, मैं समझता हूं देश की आर्थिक व्यवस्था के समन्वित विकास के लिए यह बहुत ही आवश्यक है कि कृषि का विकास हो और वह तभी संभव होगा जब किसानों को उनकी मेहनत की अच्छी कीमत मिलेगी। हम देख रहे हैं कि कृषि उत्पादन करीब-करीब स्थिर सा हो गया है और घट भी रहा है। इसमें अनेक कारणों के साथ यह भी एक प्रमुख कारण है कि किसानों को उनकी उपज का उचित मूल्य नहीं मिलता। आज इण्डस्ट्री-यल रिसेशन और इकानामी में रिसेशन की बात होती है। हम तो कहते हैं कि जब तक किसानों की और देश के 70 फीसदी लोगों की परबेजिंग पावर नहीं बढ़ेगी।

श्री एम० राम गौपाल रेड्डी (निजामाबाद) : लेबी की कीमत बढ़ाओ तब कहीं जा कर किसानों को पैसे दे सकते हैं।

श्री बी० डी० सिंह : किसानों की क्रय शक्ति में अगर वृद्धि नहीं होगी तो यह स्थिति पैदा हो सकती है। किसान उत्पादन के लिए तो चीजें खरीदता है। हम देख रहे हैं कि उनकी कीमतें बराबर बढ़ती जा रही हैं।

हमारे उत्तर प्रदेश में 1980 में बिजली 12 रुपये पर हार्स पावर थी,

[श्री बी० टी० सिंह]

उसके बाद नयी सरकार आई उसने 15 रुपए और साढ़े बाईस रुपये कर दी। इसी प्रकार खाद और डीजल के दाम भी बढ़े हैं। किसानों के उत्पादन में जो चीजें शामिल होती हैं उनका कीमतें बराबर बढ़ती जा रही हैं। लेकिन, किसान जो चीजें उत्पन्न कर रहा है उसकी कीमतें तय करने में सरकार उसके साथ न्याय नहीं कर रही है।

अभी माननीय मंत्री जी ने गन्ना उत्पादकों को लाभकारी मूल्य देने की आवश्यकता को स्वीकार किया है, लेकिन आप लाभकारी मूल्य देते नहीं। अक्सर, एक बात का कंप्यूजन हो जाता है और कृषि मंत्री राव बीरेन्द्र सिंह जी भी कभी-कभी कर देते हैं। एक तो लाभकारी मूल्य और दूसरा समर्थन मूल्य। दोनों को आप स्पष्ट करेंगे कि आप लाभकारी मूल्य दे रहे हैं या समर्थन मूल्य दे रहे हैं और दोनों में क्या अंतर है। मैं समझता हूँ कि न्यूनतम मूल्य की बात आप करते हैं और समर्थन मूल्य के बारे में आप सोचते हैं लेकिन लाभकारी मूल्य किसानों को नहीं दे रहे हैं।

अध्यक्ष जी, प्रति वर्ष उत्पादन व्यय बढ़ता जा रहा है। पिछले साल हरियाणा की सरकार ने किसानों को गन्ने की कीमत 22 रुपये दी और इस साल घटाकर 20 रुपये कर दी इसी प्रकार पंजाब सरकार ने 23 रुपए से घटाकर 20 रुपए कर दी है। उत्पादन व्यय हर साल बराबर बढ़ता रहा है लेकिन गन्ने का दाम बढ़ाने की बजाय आप घटाते चले जा रहे हैं।

श्री एम. राम गोपाल रेड्डी : शककर की कीमत गिर रही है।

श्री बी० टी० सिंह : अभी 4 फरवरी के "फाइनेंशियल एक्सप्रेस" में निकला है:

शायद यह केन्द्रीय सरकार प्रयास कर रही है। क्योंकि उसने यह सामाचा है कि कृषि मंत्री जी अभी प्रयास कर रहे थे राज्य सरकारों को ऐप्रोच कर के कि गन्ने की कीमतें कम करें और अब यह जिम्मेदारी प्रधान मंत्री ने ले ली है। प्रधान मंत्री मुख्य मंत्रियों को परसुएड करेंगी कि गन्ने की कीमतें राज्य सरकारें कम करें ऐसा होने जा रहा है। इसको आप स्पष्ट करें कि क्या सरकार का कोई प्रयास है कि गन्ने की कीमतें और कम की जायें?

दूसरी चीज गन्ने की पेराई देर से शुरू होना। मैं आंकड़े देख रहा था महाराष्ट्र में गन्ने की मिलें अक्टुबर से शुरू हो जाती है। लेकिन हमारे यहाँ नवम्बर या दिसम्बर में गन्ना मिलें शुरू होती हैं। मेरा निवेदन है कि हर तरह से प्रयास होना चाहिये कि अक्टुबर के प्रथम सप्ताह में क्रिशिंग जरूर शुरू हो जाये क्योंकि उससे कुछ गन्ना, जैसे रैटून क्रोप्स हैं, उनको पहले किया जा सकता है। इससे यह होगा कि खेत जब खाली हो जायेगा तो किसान दूसरी फसल ले सकेगा। और जो मिलें जानबूझ कर पेराई शुरू नहीं करती हैं यह उनका एक क्रिमिनल ऐक्ट है जिससे खेत खाली नहीं होता है और उससे उत्पादन में बाधा पड़ती है। इसलिये अक्टुबर के पहले सप्ताह से क्रिशिंग जरूर शुरू हो जानी चाहिये। सम्भवतः होता यह है कि लेट शुरू होने से एक रश हो जाता है कि जिसका नतीजा यह होता है कि गन्ने की कीमत गिरती है और फिर किसान मजबूर हो कर दूसरी जगह कम दाम पर अपना गन्ना बेचता है।

आजकल केन ग्लट की बात चल रही है। मैं जानना चाहता हूँ कि क्या सरकार 5,10 साल के लिये देश में कोई क्रोप पोलिसी बनाने की बात सोचेगी? क्योंकि

जिन चीजों की हमें आवश्यकता नहीं है वह ज्यादा हो रही हैं और जिनकी जरूरत है वह नहीं रहो रही हैं तो क्या कृषि अनुसंधान परिषद एक क्रीप पौलिसी तैयार करने की कोई योजना बनाना चाहती है जिससे यह समस्या उत्पन्न न हो?

तीसरी समस्या एरिय की है, वह बहुत बाकी हो जाते हैं। आपने कुछ फिगरज दीं, हमको जो जवाब दिया गया उसमें भी कहा गया है। 31 अगस्त 1982 तक जहां उत्तर प्रदेश में 40 करोड़ 50 लाख के लगभग एरियर्स 1981-82 के थे। यह हर साल बढ़ रहे हैं। यहां तक कि 1980-81 के 2 करोड़ 60 लाख एरियर्स थे, बिहार में 1981-82 के 13 करोड़ 80 लाख, महाराष्ट्र में 5 करोड़ के करीब एरियर्स हैं इस प्रकार बराबर एरियर्स चले आ रहे हैं। पिछली 21 फरवरी को एक अंतरांकित प्रश्न के उत्तर में बताया गया कि उत्तर प्रदेश में 24 करोड़ 73 लाख से अधिक का एरियर बकाया है और इसमें से जो सरकार की या कोओपरेटिव मिल हैं उन पर 14 करोड़ 57 लाख रु० एरियर्स का बकाया है।

अध्यक्ष महोदय: इस बात का तो जवाब हो गया है कोई नया प्वाइंट बनाइये।

श्री बी० डी० सिंह: जहां किसान को पैसा लेना होता है बैंक से या कोओपरेटिव से तो उसे इंटरेस्ट देना होता है। लेकिन किसान को उसके बकाया पर कोई इंटरेस्ट नहीं मिलता है। जैसा हमारे पूर्व बक्ता महोद ने बताया जब एक्ट, 1966 के अनुच्छेद 3 क के अंदर यह व्यवस्था है कि उनको ब्याज दिया जाना चाहिये तो सरकार जोर क्यों नहीं देती कि उनको ब्याज का भुगतान किया जाये? उनका साथ इस प्रकार का अन्याय क्यों होता है?

अध्यक्ष महोदय: कोई नया प्वाइंट बनाइये, यह तो हो गया।

श्री बी० डी० सिंह इसको मैं बार-बार इसलिये कह रहा हूं कि इस पर मंत्री महोदया विशेष ध्यान दें।

अक्सर यह बात आ रही है कि शुगर का ग्लट है यानी इसको मार्केट नहीं मिल रहा है, इसका ज्यादा उत्पादन हो गया है। इस पर भी कई कार्नेस से इस इस प्रकार के सुझाव आ रहे हैं कि शुगर को डी-कंट्रोल किया जाये क्योंकि मार्केट प्राइस और फेयर प्राइस शाप के दामों में डिफरेंस नैरी हो गया है, बहुत कम हो गया है। मैं जानना चाहता हूं कि क्या इस दिशा में भी सरकार के विचाराधीन कोई बात है या नहीं?

श्री भागवत झा आजाद: अध्यक्ष महोदय, 3 प्रमुख प्रश्न चीनी उद्योग के सम्बन्ध में हैं जिनका विस्तार से मैंने जवाब दिया है। उन्हीं तीनों प्रश्नों को प्रोफेसर साहब ने भी उठाया है और हर बार इसमें कोई न कोई नया इम्फैसिस, नया जोर दिया जाता रहा है जो कि लाजमी भी है।

लाभकारी मूल्य के सम्बन्ध में, देर से पिराई और देर से भुगतान के सम्बन्ध में बात कही गई है। मैंने उत्तर दिया है, मैं यह कहना चाहता हूं कि अभी किसानों को गन्ने का लाभकारी मूल्य मिल रहा है, समर्थन मूल्य नहीं। आपने ठीक कहा कि समर्थन मूल्य और लाभकारी मूल्य में कन्फ्यूजन नहीं होना चाहिए। समर्थन मूल्य में भी जब मूल्य निर्धारण होता है तो एग्रीकल्चर प्राइस कमीशन इन तमाम प्रश्नों को देखता है और हम जा स्टैंबूटरी मिनिमम प्राइस समर्थन मूल्य रखते हैं, उसमें भी एक एलीमेंट रहता है जिसमें लाभ का अर्थ रहता है। जो स्टैंडर्टरी, जो मिनिमम प्रयइस कमीशन कहता है, उसके अन्दर भी एक एलीमेंट आफ प्राफिट है, यह नहीं

[श्री भगवत झा आजाद]

कि समर्थन प्राइस वह प्राइस है जो किसान को हानि पहुंचातो है। क्योंकि यह प्राइस एग्रीकल्चर प्राइस कमीशन की सिफारिश पर तय किया जाता है इसलिए हम यह कहेंगे कि किसान को आज देश में गन्ने का लाभकारी मूल्य मिल रहा है, बल्कि कुछ राज्यों में एग्रीकल्चर प्राइस कमीशन की सिफारिशों के बावजूद भी कीमतें ज्यादा स्तर पर निर्धारित की गई हैं, जहां की गई हैं वहां पर अधिक भुगतान भी देर से हो रहा है।

यह देखना पड़ेगा कि जिन राज्यों ने एग्रीकल्चर प्राइस कमीशन और राज्य तथा केन्द्रीय सरकार के निर्देशों के बावजूद भी अपने यहां प्राइस अधिक रखी है, उन राज्यों में आज एरियर अधिक हैं तुलना में महाराष्ट्र, गुजरात, तमिलनाडु वगैरह के। इसलिए उनको अभी यह मूल्य मिल रहा है। इनपुट्स की कीमतें बढ़ रही हैं। इन पर नजर प्राइस कमीशन कीमतें तय करते वक्त रखता है। यह सब एलीमेंट्स ले लिया जाता है, इसको हम भी स्वीकार करते हैं। स्वीकार भी करते हैं और देते भी हैं।

प्रधान मंत्री ने ऐसी कोई बात नहीं कही। इसका सीधा सम्बन्ध एग्रीकल्चर और खाद्य मंत्री से है और खाद्य विभाग से है। आपने देश में क्राप पालिसी की बात कही। उसके सम्बन्ध में भी आप जानते हैं कि एग्रीकल्चर प्राइस कमीशन डिटेल में देखता है, समय-समय पर भाव निर्धारण करता है, उस पर कैबिनेट विचार करती है और उस पर विचार होता है।

आपने क्रापिंग पैटर्न की बात कही, मैं कहना चाहता हूं कि तमाम चीजों पर तो कृषि मंत्री बतायेंगे, मैं तो केन की बात कहूंगा कि केन का एरिया कम नहीं हुआ

है। यह ऊपर ही जा रहा है। 1981-82, 1982-83 में करीब-करीब वही रहा है—केन का एरियर। जहां तक देर का प्रश्न है—मैंने उस का उत्तर दे दिया है। आप ने महाराष्ट्र का उदाहरण दिया कि वहां पर अरियर है। ऐसी बात नहीं है। महाराष्ट्र का नार्मल पीरियड गन्ने की पिराई शुरू करने का 1 नवम्बर, से 7 नवम्बर है। 1982-83 में तो उन्होंने 22 अक्टूबर से ही शुरू कर दिया था.....

श्री एम० रामगोपाल रेड्डी : महाराष्ट्र में 18 महीने का गन्ना होता है, जो आप के यहां नहीं होता है।

श्री राम विलास पासवान : हमारे यहां भी करा दीजिए।

श्री भागवत झा आजाद : यह सप्ली-मेण्ट्री हमारी तरफ से नहीं है, उनकी तरफ से है, मेम्बर-मेम्बर के बीच में है। श्री राम गोपाल रेड्डी इस सम्बन्ध में विशेष जानते हैं।

अध्यक्ष महोदय : इन का सम्बन्ध केन-ग्रीग्रस से भी है और मिल वालों से भी है। ये मिलों के विषय में ज्यादा जानते हैं।

श्री भागवत झा आजाद : शुगर की कीमतों के बारे में भी विशेष जानते हैं।

मैं निवेदन कर रहा था कि जहां तक देर का प्रश्न है, पिछले साल उत्तर प्रदेश में विशेष कर इतना अधिक गन्ना पैदा हुआ कि हम को पिराई देर तक करनी पड़ी। उन को कहना पड़ा कि आप और देर तक काम करें, जुलाई, तथा मिड-अगस्त तक इस को ले गये। उसके बाद आफ-सीजन रिपेअर के लिए उन को समय चाहिए था,

इसलिए इस सीजन में कहीं पर दो सप्ताह और कहीं पर तीन सप्ताह देर से पिराई शुरू हुई है ? लेकिन इस से कोई हानि नहीं पहुंची है । जैसे पिछले वर्ष देर तक पिराई किया था तथा हरिकेश बहादुर जी ने भी अभी कहा है कि इस बार भी हम खयाल रखें, मन्ना खेत में ही लगा न रह जाय, उस की पिराई हो, तो देर तक भी यह काम चलता रहेगा ।

जहां तक शुगर-डीकण्ट्रोल की बात है, मान्यवर, मैं समझ नहीं पाया, आप किस पक्ष में यह बात कह रहे हैं । इस सम्बन्ध में मैं यह कहना चाहता हूं कि हम ने समूचे हिन्दुस्तान के लिए यह निर्णय किया है कि लेवी शुगर की जो रिटेल प्राइस है उस को 3 रुपये 75 पैसे से आगे नहीं बढ़ने देंगे । इस के बाद जो 35 परसेण्ट फ्री-सेल की शुगर है, स्वाभाविक है उसकी कीमत कुछ बढ़ेगी, क्योंकि उनको जो इस में माइन्स 40 हर क्विंटल पर घाटा है, उस को कहां से पूरा करेंगे । इस में आप को कास्ट प्राइस का देखना चाहिए, कास्ट आफ प्रोडक्शन को देखना पड़ेगा । हो सकता है इस में आप और हम कुछ डिफर कर सकते हैं, लेकिन अगर आप कास्ट प्रोडक्शन को नहीं देखेंगे, वायाबिलिटी को नहीं देखेंगे तो परिणाम यह होगा कि जो कीमत आप तय कर देंगे वह कीमत नहीं मिलेगी । आज उत्तर प्रदेश में और बिहार में जो एरियर जमा हो रहा है उस के पीछे यही कारण है । सरकार की ऐसी कोई नीति नहीं है कि इस का डीकण्ट्रोल किया जाय या कीमतों का अपना रास्ता लेने दिया जाय । कीमतों को वही रास्ता लेने देंगे जो 3 रुपये 75 पैसे सम्पूर्ण हिन्दुस्तान में लेवी शुगर का है और उसी के अनुरूप ओपन-मार्केट में यह देखना होगा कि यह न काफ़ी ऊपर चली जाय और न काफ़ी नीचे चली जाय । सरकार की यही नीति है ।

अध्यक्ष महोदय : जो मोटा आदमी है, जिस को चीनी नहीं चाहिए, वह ज्यादा पैसा दे कर खाये ।

श्री राजनाथ सोनकर शास्त्री (सीदपुर) : माननीय अध्यक्ष जी, निश्चय ही गन्ना एक समस्या बन कर रह गया है और मंत्री जी ने इस समस्या में अपना सारा अर्थ-शास्त्र हम लोगों को समझा दिया है

श्री भागवत झा आजाद : ऐसा मैंने नहीं किया है ।

श्री राजनाथ सोनकर शास्त्री : सारे का सारा अर्थशास्त्र डिमाण्ड सप्लाई, भावों का ऊपर-नीचे होना, सब आपने समझा दिया है ।

अध्यक्ष महोदय : आप सूरज को दीपक नहीं दिखला सकते हैं ।

श्री राजनाथ सोनकर शास्त्री : गन्ने का मूल्य निर्धारण, समय पर पिराई का न होना, किसानों का बकाया, कीमतों में फेर बदल, चीनी मिल मालिकों का किसान विरोधी रबैया-विगत तीन वर्षों में गन्ने के मामले में इतना ज्यादा बढ़ गया है कि जिस का कि वर्णन नहीं किया जा सकता ।

श्री प्यारेलाल पतिका (राबर्टसगंज) : खेत में गन्ना जलाना पड़ा था, उस की चर्चा तो कर दें ।

श्री राजनाथ सोनकर शास्त्री : उस के बावजूद भी चीनी तीन रुपये किलो बिक रही थी ।

श्री प्यारेलाल पतिका : वह पहले का स्टॉक था ।

आचार्य भगवान देव (अजमेर) : इन के टाइम में तो 14 रुपये किलो का भाव हो गया था।

श्री राजनाथ सोनकर शास्त्री : अध्यक्ष महोदय, आज इतने रिकार्ड उत्पादन के बाद भी हम देख रहे हैं कि चीनी मिलों के बाहर एक मेला लगा हुआ है, तोल केन्द्रों पर भारी भीड़ जमा है। सरकार एक ओर कहती है कि खूब गन्ना बोया जाए, लेकिन दूसरी तरफ चीनी मिलों के माध्यम से इतनी बड़ी हेराफेरी की जा रही है, जो कि चीनी मिलों के सामने देखने से ही समझ में आ सकती है।

जैसा कि अभी मेरे पूर्ववक्ता ने कहा कि लकड़ी का भाव गन्ने के भाव की अपेक्षा ज्यादा है। कल ही हमने लकड़ी खरीदवाई थी, जो कि 80 रु० प्रति क्विंटल है, लेकिन गन्ने का मूल्य 20 रु० प्रति क्विंटल है और कहीं-कहीं पर 21 रु० भी है।

श्री एस० राम गोपाल रेड्डी : 20 रु० तो बहुत अच्छा भाव है।

श्री राजनाथ सोनकर शास्त्री : मान्यवर, इसमें बहुत सी समस्याएँ हैं, जिनको मैं चाहता हूँ कि बहुत संजीदगी के साथ लिया जाना चाहिए। इस वर्ष उत्तर प्रदेश में मिलें तीन सप्ताह देर से चली हैं, लेकिन मंत्री जी ने जवाब में कहा है कि कहीं एक सप्ताह और कहीं पर दो सप्ताह देर से चली हैं, इससे कोई फर्क नहीं पड़ता है। मैं यह जानना चाहता हूँ कि इससे इतना बड़ा फर्क पड़ा है कि किसानों की अर्थ-व्यवस्था काफी खराब हो गई है। उदाहरण के रूप में एक अखबार की कटिंग से पता चलता है कि मिलों ने पंचियों की व्यवस्था चांगू की है। इस अखबार में छपा है—

“चीनी मिलों के सूत्रों के अनुसार देश में चीनी का उत्पादन रिकार्ड होने से इसके बाजार भाव काफी कम हुए हैं और सहकारी समितियों द्वारा दी जाने वाली पंचियां 150 रु० से 200 रु० में बिक रही हैं। इन्हीं सूत्रों ने बताया है कि पश्चिम उत्तर प्रदेश में व्यापारियों ने गन्ने की पंचियों की सट्टा बाजारी शुरू कर दी है। व्यापारी किसानों से बेनामी पंचियां खरीदकर आपस में खरीदफरोक्त कर रहे हैं”। पंचियों के इतने बड़े घन्घे का कारण एक ही है और वह है मिलों का देर से चलना। मान्यवर, यह तो एक छोटा सा प्वाइंट था, इस विषय पर तो हम बाद में आयेंगे। पांच-छः कठिनाइयाँ हैं, जिनके बारे में मैं चाहता हूँ कि केन्द्रीय सरकार की ओर से आप उत्तर प्रदेश सरकार, बिहार सरकार, पंजाब सरकार को लिखें। लेकिन सबसे बड़ी बात यह है कि केन्द्रीय सरकार संवैधानिक न्यूनतम मूल्य की बात करती है। आपने अपने ध्यान में भी संवैधानिक न्यूनतम मूल्य की बात की है। 1980 में इंडियन मिल्स एसोसिएशन ने 15 रु० प्रति क्विंटल गन्ने के मूल्य की सिफारिश की थी। प्रधान मंत्री जी ने 1980 में दो जगहों पर भाषण दिए—एक पंजाब में और दूसरा बिहार में—वहाँ पर उन्होंने कहा था कि न्यूनतम प्राइस 16 रु० प्रति क्विंटल होनी चाहिए।

15.49 hrs.

[SHRI CHINTAMANI PANIGRAHI in the Chair].

भारतीय वाणिज्य तथा उद्योग मिल संघ ने भी केन्द्रीय सरकार से सिफारिश की थी कि गन्ने का न्यूनतम मूल्य बहुत कम है। इसे कम से कम 16 से 17 रु० के आसपास होना चाहिए और राज्य सरकारें भी केन्द्रीय सरकार से बराबर

मांग करती आ रही हैं कि इसका मूल्य 20 रु० के आसपास बढ़ाया जाए। मैं सरकार से स्पष्ट जानना चाहता हूँ कि केन्द्रीय सरकार का इसके बारे में क्या कार्यक्रम है? जैसा कि आपने अपने ध्यान में कहा है कि चालू वर्ष में भी गन्ना उत्पादकों को गन्ने के घोषित सांविधिक न्यूनतम मूल्य, जो कि 8.5 प्रतिशत की रिकवरी पर 13 रु० प्रति क्विंटल है, की अपेक्षा ऊँचा मूल्य मिल रहा है। मैं यह आपसे पूछना चाहता हूँ। एक मेरा सवाल है कि आप 13 रु० सांविधिक मूल्य कह रहे हैं जबकि आज से दो साल पहले प्रधान मंत्री ने स्पष्ट रूप से कहा था कि 16 रु० न्यूनतम प्राइस होगी। दूसरे मैंने अभी बताया कि राज्य सरकारें 15, 16, 18 और 23 रुपये क्विंटल तक न्यूनतम मूल्य देने को कह रही हैं। आपका न्यूनतम मूल्य 13 रुपये है। आप स्पष्ट उत्तर दें कि आप यह मूल्य आगे बढ़ाना चाहते हैं, क्या साल के बाद यही मूल्य रहेगा या क्या आगे आप इसको घटावेंगे? क्या करेंगे आप?

मैं आपके सामने एक रिपोर्ट प्रस्तुत करने जा रहा हूँ जिसमें इस मूल्य को घटा देने की बात कही गयी है। मान्यवर, एक भारतीय गन्ना विकास परिषद् है। उसने गन्ने और उसके उत्पादकों के मामले में स्थायित्व लाने के उद्देश्य से अपने कुछ सुझाव कुछ दिन पहले दिये थे। हमें इन सुझावों को देख कर थोड़ा काफ़ी चिंता है। मैं इस बारे में बहुत अच्छे ढंग से आप से जानना चाहूँगा। यदि अब आप इस संबंध में आज न बता सकें तो बाद में अपने मंत्रालय के द्वारा हमको जानकारी भेज दें।

राष्ट्रीय गन्ना एवं चीनी अधिकरण की स्थापना करने की भारतीय कृषि गन्ना विकास परिषद् ने आपके सामने

सिफारिश की है। उसका कहना है कि "चीनी, गुड़, खांडसारी के लिए गन्ने की पिराई होती है, उसके भंडारण, विपणन और कराधान आदि पर हम को गंभीरता पूर्वक विचार करना है। इस समय गन्ने के उत्पादन की जो स्थिति है, उसमें यह आवश्यक हो गया है।"

इसके लिए उन्होंने कहा है कि यह विपणन, कराधान, भंडारण आदि के लिए बहुत जरूरी है कि गन्ने के लिए, जैसा कि अभी हमारे एक मित्र ने कहा था कि उसमें अनुसंधान कराने की जरूरत है कि गन्ने में से कैसे चीनी ज्यादा निकले उसकी किस्मों आदि इन सारी बातों, को देखते हुए भारतीय कृषि गन्ना विकास परिषद् ने सुझाव दिया था कि एक अधि-करण की स्थापना की जाए। आप हमें यह बताएं कि क्या इस प्रकार के किसी अधि-करण की स्थापना करने का सरकार का इरादा है? यदि सरकार इस प्रकार का अधिकांश स्थापित करने जा रही है तो उसका क्या स्वरूप होगा?

मान्यवर, गत वर्ष चीनी उद्योग में, आपके अर्थशास्त्र के अनुसार, 550 करोड़ रुपये का घाटा हुआ। भारतीय वाणिज्य तथा उद्योग महासंघ ने गन्ने और चीनी की सफ़ाया पर एक दूसरा अनुसंधान कराया। मैंने उसकी रिपोर्ट देखी है। उसमें उन्होंने लिखा है, जैसा कि मैं आपसे कह रहा था कि उन्होंने जो सर्वेक्षण कराया है उस सर्वेक्षण के यह परिणाम आये हैं कि मूल्य बढ़ने से गन्ने का उत्पादन बढ़ गया है। यानी जो आपने न्यूनतम प्राइस निर्धारित की उस से गन्ने का उत्पादन बढ़ गया। सरकार द्वारा चीनी का कोटा बढ़ाने से चीनी का दाम घट गया है। यह आपके भारतीय वाणिज्य, उद्योग महासंघ के सर्वेक्षण का रिजल्ट है। उसके

[श्री राजनथ सोकर शास्त्री]

रिजल्ट के अनुसार गन्ने के उत्पादन में वृद्धि हुई है।

अधिकांश राज्य सरकारें केन्द्र द्वारा निर्धारित न्यूनतम मूल्य से ज्यादा मूल्य गन्ने का दे रही है। यह इससे कहा गया है कि किसानों का भुगतान निर्धारित मूल्य पर किया जाना चाहिए और अतिरिक्त रुपया उसका बैंकों में जमा कर दिया जाना चाहिए। हमारे पास इसकी कटिंग है। यदि आप चाहेंगे तो इसको मैं आपको दे दूंगा। इससे जो हमें समझा है, केन्द्र न्यूनतम मूल्य निर्धारित करता है : जो कि 13 रुपये है। उत्तर प्रदेश, पंजाब और हरियाणा सरकारों ने 18 से लेकर 21 रुपये तक मूल्य निर्धारित किया है। अब 13 रुपये और 21 रुपये के बीच का मूल्य बैंकों में जमा कर दिया जाए। मैं नहीं समझता कि इस कार्यवाही का क्या परिणाम होगा? इसलिए हम को चिंता है। इसलिए इसे हमने रखा है। सरकार इस पर विचार करने का आश्वासन भी दे चुकी है। भारतीय वाणिज्य, उद्योग महासंघ के इस अनुसंधान पर मैं जानना चाहता हूँ कि इस पर आप क्या कार्यवाही करने जा रहे हैं।

अंत में ये दो-चार प्रश्न उत्तर प्रदेश बिहार और पंजाब के किसानों की कठिनाइयों के संबंध में पूछना चाहूंगा कि सरकार इस संबंध में कार्यवाही करे।

जैसा कि अभी मैंने पहले बताया है कि करोड़ों रुपये का सट्टेबाजी केवल पच्चीस पर हो गई है। यह अजीब सी स्थिति है, इसको और ध्यान दिया जाना चाहिए।

किसान पर जो लगान बकाया है उसकी वसूली को जो रहा है। उनकी कुड़की, नीलामी और गिरफ्तारी की जा

रही है। किसानों ने अपना गन्ना मिलों को भेज दिया है और मिलों पर उनका रुपया बकाया है। अच्छा हो यदि उनकी कुड़कियां और नीलामियां न करके मिलों से वह पसा ले लिया जाए जो किसानों का जमा है। इस संबंध में बिजनौर और मथुरा की सूचनाएं हमें मिली हैं जहां इस प्रकार की सख्ती की जा रही है।

किसान गन्ने की बुआई के लिए खाद लेता है। यह खाद मिलों के माध्यम से कर्ज के रूप में लिया जाता है। किसान गन्ना बेचता है जनवरी-फरवरी में लेकिन इस खाद पर इंटरेस्ट लगता है जून तक लेता है अक्टूबर-नवंबर में और जून तक का व्याज वसूल किया जाता है। मैं समझता हूँ कि यह किसान के साथ सरासर अन्याय है। इसके बारे में काफी मांग की जा रही है, लेकिन इस पर कोई ध्यान नहीं दिया गया। मैं चाहता हूँ कि इस और सरकार ध्यान दे।

इसके अलावा जैसा कि हमारे मित्रों ने बताया है कि गन्ने का जो बकाया रहता है उस पर व्याज नहीं मिलता है। अध्यक्ष महोदय बड़ किसान हैं, उन्होंने कहा कि पहले मूल मिल जाय, व्याज की बात बाद में की जाए। मैं समझता हूँ कि यह किसान के साथ अन्यायपूर्ण प्रवृत्ति है। इसके लिए सख्त कदम उठाए जाने चाहिए। किसान का रुपया बकाया रहता है तो किसान को व्याज देना पड़ना है, उसको तरह-तरह की यातनाएं भुगतनी पड़ती हैं, लेकिन जब किसान का बकाया रहता है तो उसको सुनने वाला कोई नहीं है।

कल इसी संबंध में हम लोगसभा से वाक-आउट कर रहे थे तो यहां पर यह सवाल उत्पन्न हुआ जो बड़े खेद का विषय है कि एक ऊंचे व्यक्ति ने यह कहा कि यदि किसान की बात यहां की जाएगी तो किसान का नफसान होगा। मेरी समझ

में नहीं आ रहा है कि किसान की बात यहां करने पर किसान का क्या नुकसान होगा ?

श्री हरिकेश बहादुर : किसने कहा था ?

श्री राजनाथ सोनकर शास्त्री : माननीय स्पीकर साहब ने कहा था ।

श्री हरिकेश बहादुर : उनके कहने का कुछ और मतलब होगा ।

श्री राजनाथ सोनकर शास्त्री : हो सकता है कुछ और मतलब रहा हो, लेकिन हमने यही समझा था ।

अंतिम बात मैं कहना चाहता हूं । किसान गन्ना बोता है मिल चीनी बनाती हैं लेकिन किसान को जब कभी शादी-ब्याह के मौके पर चीनी की जरूरत होती है तो उसको बाजार मूल्य पर खरीदनी पड़ती है । मेरा निवेदन है कि किसान को चीनी सस्ते दाम पर दो जानी चाहिए ।

इसके अलावा एक और बात की ओर मैं आपका ध्यान दिलाना चाहता हूं । उत्तरप्रदेश में मेरी कांस्टीट्यूसी में मैंने देखा कि एक किसान को 40 क्विंटल की पच्ची मिली । किसान ट्रक पर गन्ना लदवाकर मिल पहुंचा ।

इत्तफाक से वह गन्ना 42 क्विंटल हो गया तो 2 (दो) क्विंटल गन्ना उसका वहां नहीं लिया जाता है बल्कि उसको वापिस किया जाता है । तीन-तीन चार-चार दिन तक किसान वहां बैठा रहता है मिल के सामने और वह दो क्विंटल अतिरिक्त गन्ना उसको वापिस ले जाना पड़ता है । उसको डबल किराया देना पड़ता है और तोल में गड़बड़ी की जाती है । मैंने जो कुछ पूछा है, उसका विवरण अवश्य दें ।

श्री भागवत झा आजाद : सभापति महोदय, इनके प्रमुख रूप से तीन प्रश्न हैं जिनका मैंने उत्तर दे दिया और साथ में दो प्रश्न उठाए हैं । लाभकारी मूल्य, देर से पिराई, भुगतान देर से, कीमतों में फेर-बदल और मिलों का किसान विरोधी रवैया ।

मिल के सामने आज भारी भीड़ है, यह सही बात है । इसका कारण है कि जनवरी, फरवरी और मार्च ऐसे महीने हैं जहां पर अधिक से अधिक पिराई होती है । किसान भी अधिक गन्ना ले जाते हैं और मिल भी चाहती है कि पिराई हो जाए, । इसलिए उसके सामने भीड़ रहती है । प्रश्न यह है कि वहां देने वाले अधिक आते हैं और मिल उसे लेती नहीं है । जहां ऐसा नहीं हो सकता है वहां पर हम लोग यह कोशिश करते हैं कि राज्य सरकार को लिखते हैं । उनका एक केन कमिश्नर है, ...

वह इस संबंध में कड़ी कार्यवाही करे । ऐसी सूचना के लिए माननीय सदस्य या तो सीधे राज्य सरकार को लिखें या हम भी इस संबंध में जांच कर सकते हैं । लेकिन यह स्पष्ट है कि भीड़ होती है । ऐसे समय भीड़ होगी ही । लेकिन भीड़ होने के बावजूद भी मिल के लिए सबको लेना आवश्यक है और उसे लेना ही चाहिए ।

16.00 hrs.

आपने लकड़ी, गन्ना और भूस की बात की है । आप समझते हैं कि अगर कहीं पर 60 रुपये है तो सीधा डिमान्ड और सप्लाय का प्रश्न है । इसकी तुलना दोनों की एक साथ नहीं हो सकती है । इसकी एक बात यह है कि अगर सीजन देर तक चलेगा तो सीजन समाप्त हो जाना चाहिए । कभी-कभी तो अप्रैल, मई

[श्री भगवत झा/आजाद]

और जून तक भी चलता है। पिछली बार जुलाई नहीं बल्कि मिड-अगस्त तक चला। गन्ना काफी होता है इसलिए उधर दो-तीन वीक की देरी हो जाती है क्योंकि मैंने बताया कि तीन महीने का समय देना पड़ता है। मैं यह कह रहा हूँ कि अगर गन्ना अधिक हुआ और देर हो गई तो थोड़ी देर हो जाएगी वरना और कोई कारण नहीं है।

आपने मूल्य के बारे में कहा। लाभकारी मूल्य के संबंध में खासतौर से आपने पूछा है। इस संबंध में मैं आपको बता देना चाहता हूँ कि मैंने विकास परिषद् की बात मानूंगा और न मिल एसोसिएशन की बात मानूंगा सिर्फ एग्रीकल्चरल प्राइस कमीशन जो इस विषय का विशेषज्ञ है और जिसके सामने सबको अपनी बात कहने का हक है और (इस-मा" तथा विकास परिषद् वहां जाए और वहां कहें कि हमको इतनी कीमत मिलनी चाहिए। हम न तो यह कहेंगे कि घटायेंगे या बढ़ायेंगे, हम तो इस संबंध में एग्रीकल्चरल प्राइस कमीशन की जो रिपोर्ट आयेगी, वह अभी विचार कर रहा है अगले मूल्य के लिए, उसकी राय मानेंगे और विचार करेंगे। इसलिए कमी-बेशी की बात हम अपने मन से नहीं करेंगे। विकास परिषद् यह कहे वह अथारिटी बन जाए लेकिन हम तो यह देखेंगे कि उद्योग चीनी वाला भी है और भी उद्योग हैं, किसी और उद्योग में अथारिटी का प्रश्न है? आपने कहा कि आठ रुपया जमा कर दो, क्यों जोर देते हैं? उनको जो बोलना होता है, वह बोलते हैं। उसमें जो आवश्यक होगा और वह आवश्यक मेरी नजर में चीनी उद्योग को सम्पूर्ण रूप में देखने के साथ अर्थात् कीमत जिससे कि उनको लाभकारी मूल्य मिले केन प्रोत्साहन को अर्थात् जो फल करते हैं वह वायेबल हो और कंज्यूमर

को सस्ते दाम पर जो निर्णय किया रु. 3.75 का उस पर मिले यह विचार किया जाए। यह भी महत्वपूर्ण है कि किसान अगर गन्ना नहीं बोता है और तिलहन बोता है तो क्या रिटर्न उसको मिलता है। यह भी सोचने की बात है। इन सारी बातों पर विचार एग्रीकल्चर प्राइस कमीशन करता है और हम उसकी सिफारिश को मानेंगे और बाकी सिफारिशों को नहीं मानेंगे।

आपने जो बाकी बातें कहीं परची के बारे में निश्चय ही मैं आपका सुझाव मानता हूँ बकाया का तो बड़ा प्रश्न है, इस पर तो लिखूंगा ही। और आपने कहा सूद के बारे में कि नियम के अनुसार दिया जाय। मैं राज्य सरकार को लिखूंगा कि नियम के अन्तर्गत जो देय है वह मिले और सूद भी उमको दिलायें। और चीनी की कीमत 3 रु. 75 पैसे यह लेवी प्राइस है। कौस्ट प्राइस पर यह नहीं है। और जो आपने कहा छोटी बात है, लेकिन है बड़ी कि किसान लाया 42 टन और आपने वापस कर दिया 2 टन उसको यह बात नहीं होनी चाहिए। इस संबंध में मैं राज्य सरकार को लिखूंगा!

श्री राजेश कुमार सिंह (फिरोजाबाद): माननीय मंत्री जी ने एक वक्त्व्य दिया केन ग्रीवर्स चाहे उत्तर प्रदेश हो, तमिलनाडू, गुजरात, पंजाब, हरियाणा महाराष्ट्र कहीं के हों इनके सामने बहुत ही समस्या है। कारण यह है कि जो फसल है वह अबन्डेंट है, और दूसरे लैक आफ प्लानिंग है। एक साइक्लिक आर्डर बन गया है जिससे उसकी पुनरावृत्ति होती है, और सरकार की भी कोई साफ पॉलिसी नहीं है। इसी वजह से रेड्डी साहब कह रहे थे महाराष्ट्र के बारे में कि वहां 60, 70 परसेंट पिराई होती है, लेकिन हमारे उत्तर प्रदेश में 20, 25 परसेंट तक

नहीं पहुँचती है, और पंजाब में 9 परसेंट ही रही। कारण यह है कि सरकार की नीतियां गन्ने के बारे में जो हैं उनमें खामी है।

जहां तक रेम्यूनरेटिव प्राइस की बात है मंत्री जी ने कहा कि वह ए. पी. सी. की बात को माँगे। मैं इसी संदर्भ में जानना चाहता हूँ क्या आपने उसकी बात को माना? ए. पी. सी. ने रिकमैन्ड किया है मिनिमम प्राइस 15 रु. 50 पैसे, लेकिन आपने नहीं माना। अब आप कहते हैं कि अब जो सिफारिश आयेगी उसको मानेंगे मैं उम्मीद करता हूँ कि मंत्री जी इसको मानेंगे।

जहां तक स्टेट्यूटरी प्राइस की बात है पिछली बार 13 रु. 25 पैसे थी उसमें भी 25 पैसे कम कर दिये। स्वर्गीय रफी अहमद किदवई ने एक फौरमूला दिया था कि जितने रुपये मन चानी उतने आने मन गन्ना। यह फौरमूला उन्होंने तब दिया था जब कीमत स्थिर थीं। उस समय यूरिया, बिजली, डीजल की कीमत कम थीं, 1961 में फरगूसन ट्रैक्टर 9,000 रु. का मिलता था जो आज बढ़ कर 1 लाख रु. का हो गया है। अभी 55 रु. कट्टा खाद का था जो अब 105 रु. पर चला गया, बिजली की दर भी बढ़ गई। तो जब कीमत निर्धारित करने का प्रश्न है

16.08 hrs.

MR. SPEAKER in the Chair.

तो अनुपात में यह करना होगा कि किसान की कितनी औसतन लागत आती है उसकी ध्यान में रखा जाय। लेकिन आपने कोई फौरमूला नहीं बनाया। आप ए. पी. सी. की बात कहते हैं, यदि माननीय रफी अहमद किदवई के फौरमूले को ही मान लिया जाय तो भी गन्ने की कीमत 25, 26 रु. प्रति क्विंटल बैठती है। आज वह लांगू

नहीं होता है। खेत में उत्पादन होने वाली चीजों की तुलना करेंगे फैक्ट्री में पैदा होने वाली चीजों से तो दोनों में कहीं कोई संतुलन नहीं है जब कि दोनों में संतुलन होना चाहिए। मेरी समझ में नहीं आता किस आधार पर यह पॉलिसी निर्धारित करते हैं।

यह तो मैंने प्रइस वाली बात कही। मेरे एक मित्र अभी पर्चों वाली बात बता रहे थे। मैं माननीय मंत्री जी को बताना चाहता हूँ कि जो पर्चियां कट रही हैं उस में 18+3 लिखते हैं, या हगड़बड़ चल रही है। उस 3 का कोई भुगतान नहीं है। जो केन्द्रीय सरकार दे रही है, उसमें भी 50 पैसे किसी बात की कटौती की जा रही है। कोई किसी बात की कटौती कह रहा है और कोई एशियन गेम 82 की कटौती कह रहा है। यह किसानों के साथ होने वाली आम बात है जिनको किसान रोज फेस कर रहा है।

जहां तक भुगतान की बात है श्री विश्वनाथ प्रताप सिंह हमारे मंत्री हैं, उन्होंने उत्तर प्रदेश के मंत्री महोदय को भी लिखा कि गन्ना मिल एसोसिएशन चाह रही है कि गन्ने की कीमत घटाई जाए। यह अखबारों में भी आया है। अगर गन्ने की कीमतें नहीं घटाई जायगी तो एरिथर्स और भी रोकेंगे। वह बात साफ है और जो फिगर्स आप दे रहे हैं वह ये मानता हूँ। उत्तर प्रदेश के मुख्य मंत्री ने भी स्वीकार किया है कि पिछले 40 करोड़ रुपये और मान लोजिए 14 परसेंट सुद है तो 50 करोड़ रुपया हो गया। 25 करोड़ का भुगतान हो चुका है बाकी 25 करोड़ पिछले साल का रह गया और 25 करोड़ इस साल का। अगर यह सब जोड़ लिया जायेगा तो एक बहुत बड़ी रकम फिर बन जायेगी।

जैसे अभी माननीय मंत्री कह रहे थे कि यह महीना पिराई का है इसमें

[श्री राजेश कुमार सिंह]

बड़ा रश है। उसके बाद कुछ एरियर और बढ़ जायेगा। जब पिराई समाप्त हो जायेगी तो किसान भी खाली हाथ रह जायेगा। अगले साल फिर आप यही कहेंगे कि उनके एरियर का भुगतान किया जायेगा।

जो भुगतान किया गया है, उसके संबंध में मैं बताना चाहता हूं, मंत्री महोदय को शायद थोड़ा बहुत मालूमात होगी, जहां भी पैसा देते हैं तो उतना ही भुगतान किया जाता है कि वह सोसाइटी को दे दें। सोसाइटी सचिव किसान को वहीं पकड़ लेता है कि हमारा पैसा दे दो। मैं स्पैसिफिकली यह कहता हूं कि हालत यह हो गई है कि उत्तर प्रदेश में जो भुगतान हो रहा है वह उतना ही करा रहे हैं कि जितना सोसाइटी को देना है। इससे किसानों को कोई फायदा होने वाली बात नहीं है। यह महत्वपूर्ण विषय है, मैं माननीय मंत्री जी से उम्मीद करूंगा कि एक तो एरियर वाला प्रश्न है, अगर किसान को पैसा नहीं मिलेगा तो सही मायनों में किसान के दिमाग पर इसका असर होगा। वह चारों तरफ से डूबा हुआ है।

दुलाई के मामले में केन्द्र ने 2 रुपये किये, पिछले साल एक रुपया थी, अब डेढ़ रुपया कर दिया गया। जब भुगतान लिया जाता है तो डाकघर में जमा कराने की बात, कृषि निवेश में जमा कराने की बात कही जाती है तब मिल गन्ना लेगा। जब आप पैसे का भुगतान पायेंगे तो भुगतान के लिए डाकखाने में जमा कराना होगा। यह तो पहले करवा लेते हैं, लेकिन उसको एरियर सही समय पर नहीं मिलता है। मैं माननीय

मंत्री से अनुरोध करूंगा कि किसान को अविलम्ब राहत देने के लिए एक सही पालिसी निर्धारित की जाये।

माननीय मंत्री ने उत्तर दिया था, अध्यक्ष महोदय ने भी उस संबंध में पूछा था, मैं पूछना चाहता हूं कि 21 तारीख में एक उत्तर में आपने बताया कि जो फ़ैशर हैं, उसके लिए वहां 7.7 रुपये क्विंटल में उन्होंने गन्ना खरीदा। एक नियम उन्होंने उल्लेख किया है, प्रश्न है 21 फरवरी का अनस्टाई न० 9। इस में पूछा गया था कि गन्ना उत्पादक राज्यों में निजी तैयारी के मालिक सरकार को आधी दर पर किसान से गन्ना खरीद रहे हैं? इस संबंध में इन्होंने उत्तर दिया है। मैं कहा वहां बेचाता हूं कि अधिकांश गन्ना किसान को बेचना पड़ता है और वह जो चाहते हैं, मूल्य देते हैं। आधे से भी कम देते हैं। आप को नियम की बात करते हैं, मैं नियम के संबंध में थोड़ी सी बात और करना चाहूंगा कि सरकार इस संबंध में क्या कर रही है, क्योंकि यह सारे किसानों के हित की बात है। एक तिहाई आप खुद स्वीकार कर रहे हैं कि मिलों को जाता है।

आपने कहा कि केन्द्रीय सरकार गन्ना (नियंत्रण) आदेश 1966 के खंड 4 के अधीन केन्द्रीय सरकार अथवा केन्द्रीय सरकार की अनुमति से राज्य सरकार, खण्डसारी चीनी के उत्पादकों द्वारा अदा की जाने वाली न्यूनतम मूल्य राशि निर्धारित कर सकती है।

पूरे हिन्दुस्तान के अन्दर जितने सूबे हैं, जहां गन्ना पैदा करते हैं, उसमें आन्ध्र-प्रदेश ही एक प्रदेश है जिसने मूल्य निर्धारण के लिए आपको सिफारिश मानी है।

किसी भी प्रदेश के बारे में आप पूछेंगे तो यही कहा जायगा कि यह हमारा विषय नहीं है, राज्य सरकार का विषय है। मेरा निवेदन यह है कि इस नियम में कोई संशोधन लाने के बारे में क्या सरकार विचार करेगी तथा जब मूल्य निर्धारित किया जाय तो कोई मूल्य नीति साफ शब्दों में सरकार बतलायेगी ?

श्री भागवत झा : आज्ञा : उपाध्यक्ष जी, पहला प्रश्न उत्पादन से संबंध रखता है। इस संबंध में मैं यही कहना चाहता हूँ कि यदि किसानों को लाभकारी मूल्य नहीं मिलता तो जो उत्पादन मैंने अभी बतलाया है, पिछके दो वर्षों की मैंने फिगर्स दी हैं, इस में कोई कमी नहीं हुई है। चूंकि उन को लाभकारी मूल्य मिल रहा है, इसी लिये उत्पादन हुआ है।

जहां तक आप ने ए.पी.सी. की कीमतों की बात कही है—मेरे पास 1967-68 से 1982-83 तक के हर वर्ष के आंकड़े हैं। उन्होंने जो सिफारिश की, केवल 4 वर्षों को छोड़ कर सभी वर्षों में भारत सरकार ने ए.पी.सी. की सिफारिशों को माना है तथा जिन वर्षों में नहीं माना है उस में जब 9 रुपये 50 पैसे था तो उस को 8 रुपये 50 पैसे किया। इस वर्ष भी हम ने 13 रुपये रखा है, लेकिन जहां गन्ना 16 किलोमीटर के रेडियस से लाते हैं उन के लिये 2 रुपये और और दिये जाने की सिफारिश की है, यानी हम ने 15 रुपये को स्वीकार नहीं किया है।

इस लिये हम यह कहना चाहते हैं कि जब ए.पी.सी. की सिफारिश आती है तो उस पर साधारणतया कैबिनेट विचार कर के निर्णय लेती है। जैसा मैंने बतलाया है इतने वर्षों के आंकड़ों में तीन-चार वर्षों को छोड़ कर हर वर्ष कैबिनेट विचार करने के बाद निर्णय करती है। इस लिये इस में संशोधन का का प्रश्न बहुत कम उठता है। हमारे पास जो आंकड़े हैं उन के अनुसार कुछ वर्षों में संशोधन हुआ है, लेकिन बाकी वर्षों में नहीं हुआ है।

आप इस बात का भी खयाल रखिये—अगर हम एक रुपये बढ़ाते हैं सांविधिक कीमत में, तो 15 पैसे लेवी शुगर के दाम बाजार में बढ़ जायेंगे। इस लिये निर्णय करते समय हमारे लिये आवश्यक हो जाता है कि म.ग. की कीमत को भी देखें, उत्पादन की कीमत को भी देखें तथा उपभोक्ता को चीनी जिस भाव पर दी जायगी उस को भी देखें। साथ ही साथ यह भी देखें—जैसा आप बार-बार हैं और जो आप सही कह रहे हैं, गलत नहीं कह रहे हैं कि उन को एरियर्स का भुगतान नहीं मिल रहा है—वह उन को मिले।

एरियर्स का जमा आज महाराष्ट्र, गुजरात, तामिलनाडू और केन्द्रीय सरकार में कम है। इस लिये कम है कि हम उन को एडवांस कीमत देते हैं। उत्पादन का अंत हो जाने पर रिकवरी के अनुसार, भार्गव

[श्री भगवत झा आजाद]

फामूले के अंतर्गत उस को बाट लेते हैं। लेकिन जिन राज्यों में यह भुगतान अधिक बाकी है, वह इस लिये हैं कि वे एक ही बार लगभग कीमत का निर्णय कर लेते हैं, वैज्ञानिक आधार को नहीं मानते हैं। हम प्रयत्न करेंगे-उत्तर प्रदेश और बिहार की सरकारों से आग्रह करेंगे कि वे भी इसी लाइन में आये। इस से किसानों को शिकायत भी नहीं रहेगी, साथ ही जो जमा हो रहा है, वह भी नहीं हो पायेगा। इस लिये आवश्यक है कि राज्य सरकारें भी इस वैज्ञानिक आधार को मानें और उस के अनुसार काम करें।

आप ने डाकघर कृषि निवेश की बात कही है—मैं इस के संबंध में राज्य सरकार का ध्यान आकृष्ट करूँगा और पता लगाऊँगा कि क्या बात है।

आप ने खाण्डसारी और गुड़ का उल्लेख किया है—इस संबंध में हमारा कोई विचार नहीं है। यह सारा विषय राज्य सरकारों के अंतर्गत आता है, उन के अधिकार क्षेत्र में है। राजेश जी जिस अधिकारपूर्वक मुझ पर जोर डाल रहे हैं, उसी प्रकार अधिकारपूर्वक अपनी राज्य सरकार पर भी जोर डालें कि वे कीमतों का निर्णय इस कार करें जैसे आंध्र प्रदेश ने किया है। यही मेरा आप से अनुरोध है।

MR. DEPUTY-SPEAKER: He wants a good pressure on the State Government through you.

श्री भगवत झा आजाद: मैं स्वीकार करता हूँ—राजेश जी के प्रेशर को मान कर मैं राज्य सरकार को लिखूँगा।

श्री राजेश कुमार सिंह: गुड़ के अंतराज्यीय व्यापार के लिये क्या आप छूट देंगे।

श्री भगवत झा आजाद: यह राज्य सरकार कर सकती है।

16.20 hrs.

RE: INDIAN TELEGRAPH (THIRD AMENDMENT) RULES—Contd.

MR. DEPUTY-SPEAKER: Mr. Paswan, regarding your point, Mr. Gadgil is here.

SHRI RAM VILAS PASWAN (Hajipur): I pointed out. . .

MR. DEPUTY-SPEAKER: He knows, he has been called here.

श्री राम विलास पाखवान: मेरा एक ही आग्रह है—जब पार्लियामेंट सेशन में थी तो यह घोषणा यहां से की जानी चाहिए थी। चेयर का हमेशा से यह रूल रहा है कि जब पार्लियामेंट सेशन में है या पार्लियामेंट का सेशन होने वाला है तो जो भी घोषणा की जाय वह पार्लियामेंट में आ कर की जाय। आप ने यह घोषणा एक्जिक्यूटिव आर्डर से पार्लियामेंट के बाहर ता 0 21 को की है—जिस पर हमें आपत्ति है। आप यदि पार्लियामेंट के सामने आ कर घोषणा करते, रेट बढ़ाने के लिए हम का बतलाते, तो हम इस समय विरोध नहीं करते। हम लोग तो उसी समय आपका विरोध करते। लेकिन आपने तो एक दम झटके में कर दिया। आगे का लिस्ट पीछे कर दिया और पीछे का लिस्ट आगे कर दिया और चुपचाप बोल कर निकल गए। यह संसद् की डिगनिटी के खिलाफ है। यह हम लोगों का प्रिविलेज है और मेम्बर्स के प्रिविलेज का हनन है।

श्री सूरज भान (अम्बाला): कैबिनेट रैंक के मिनिस्टर भी तो नहीं हैं, हमें खुशी होगी यदि इनको कैबिनेट रैंक का मिनिस्टर बना दिया जाए।

There should be no taxation without discussion.

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI V. N. GADGIL): I want to clarify the decision.

The changes can be brought about under the Indian Telegraph Act and the Postal Act by three different ways:

1. The first way is a Notification amending the telegraph rules. Such a notification is required to be laid on the Table of the House.

2. Notification amending the Post Office Rules. Such a notification is not required to be laid on the Table of the House, and

3. By amending the Postal Act itself. That can be done through the Finance Bill as a part of Budget proposals.

The Notification which I laid on the Table of the House this morning does not relate to any Budget proposals. It confines itself to what is authorised under the Telegraph Act. That is required to be laid on the Table of the House—a statutory obligation which I have complied with this morning. (*Interruptions*)

MR. DEPUTY SPEAKER: Let him reply

SHRI V. N. GADGIL: Let me complete.

The other Notification, although it is not required to be laid on the Table of the House, I have taken care to see that the copy of the Notification is made immediately available in the Parliament Library.

As far as the date is concerned, you probably do not know the mechanism. Although the Notification is dated the 21st February, 1983, it has to go to the Government Printing Press. That came yesterday at quarter to twelve. Then I had to authenticate it. I authenticated it at quarter past twelve. Immediately, I rushed to Lok Sabha with a view to acquaint people with this Notification. The

Lok Sabha Secretariat was requested to list it for laying on the Table of the House to-morrow in view of the observation made by the Speaker yesterday.

If anything I have done, I claim what I have done is to respect the observations made by the hon. Speaker and in deference to those observations, I have done both these things. In my submission I have not done anything improper. If anything I have taken care, proper care, to see in regard to those Notifications. (*Interruptions*).

MR. DEPUTY SPEAKER: One by one. Who is going to speak?

श्री राम विलास पासवान : प्वाइंट केवल इतना ही है कि चेयर का हमेशा से यह रूलिंग रहा है और पार्लियामेंट चल रही है, आप दामों की घोषणा बाहर करते हैं, तो बाहर के बजाय आप भीतर कर सकते हैं ।

MR. DEPUTY SPEAKER: Paswanji, he has done under the provisions of the Indian Telegraph Act. It has got nothing to do with the Parliament Session.

श्री राम विलास पासवान : पाँच को करोड़ रु. बढ़ा है, यह हिन्दूस्तान की जनता के ऊपर

MR. DEPUTY SPEAKER: Another thing is, it will come into force from 1st March and not immediately and he has done under the Indian Telegraph Act.

You give notice.

SHRI RAM VILAS PASWAN: I will give notice. I must give notice.

इसको छोड़ा नहीं जाएगा, 500 करोड़ रुपये का मानला है ।

MR. DEPUTY SPEAKER: Parliament Session has nothing to do with that. He has already said that. He has done it under the Indian Telegraph Act.

SHRI SATYASADHAN CHAKRABORTY (Calcutta South): Sir, you know that there are certain express Constitutional provisions and there are certain conventions. The hon. Minister knows that the conventions have also almost the equal status of the law. In no country, the Government can run without conventions. By simply quoting any Act, the Minister cannot escape. The well-laid convention everywhere is that in every democratic country, if you want to increase price or impose taxation, the consent of the people is necessary and that consent you get when you get it approved by Parliament. In this particular case, by simply an executive order, you have increased. Though you have taken protection that you are authorised by the law, you have broken the well-laid convention.

I would suggest that even in America, one of the democratic countries, there is no taxation without representation. This cannot be done particularly so when Parliament is in session.

SHRI G. M. BANATWALLA (Ponnani): On a point of order. He cannot quote the American precedent.

MR. DEPUTY-SPEAKER: As a special case, I have permitted him to mention!

SHRI SATYASADHAN CHAKRABORTY: So, the hon. Minister will have to explain what were the circumstances that compelled him to do this without the approval of Parliament when Parliament was in session.

SHRI CHITTA BASU (Barasat): It is an extraordinary step taken by the Government.

MR. DEPUTY-SPEAKER: In only one sentence.

SHRI CHITTA BASU: Then, you speak for me.

MR. DEPUTY-SPEAKER: I am fully convinced of what he has said, even as a former P & T employees.

SHRI CHITTA BASU: To speak in the mildest term, it is an extraordinary step taken by the Government, particularly in view of the fact that Parliament has been summoned and Parliament is to discuss the budget. When Parliament is to discuss the Budget, the hon. Minister has taken shelter under the Telegraph Act (section 7), if I am correct, to impose tax upon the people as if the law has given him an extra authority... (Interruptions.)

MR. DEPUTY-SPEAKER: Is it a tax or an increase in rate?

SHRI CHITTA BASU: What is the difference? What is the consequence of this notification? The consequence of this notification is that the telephone subscribers or the people concerned will have to pay an increased tariff. What is else is it other than tax? Therefore, the taxability right to increase tariff has been taken recourse to in a very extraordinary manner. Therefore, this is nothing but an act of impropriety. This is an act of cynical disregard of Parliament. This is in contravention of the Speaker's observations. This is in contravention of the conventions that this House has been maintaining. (Interruptions.)

MR. DEPUTY-SPEAKER: Any new points?

SHRI HARIKESH BAHADUR (Gorakhpur): The first new point is that the Minister has done not at all a wrong thing if he has followed the Act. At the same time, when Parliament is in session. . .

MR. DEPUTY-SPEAKER: You are repeating the same thing.

SHRI HARIKESH BAHADUR: Just a minute, Sir. On 28th of February, to General Budget is going to be presented in the House. In that

Budget itself, those proposals could have been mentioned.

SHRI G. M. BANATWALLA (Ponnani): Mr. Deputy-Speaker, Sir, we are not challenging the authority of the hon. Minister to proceed according to the authority that he has under the Indian Telegraph Act. That is conceded.

MR. DEPUTY-SPEAKER: That is your way of approach.

SHRI G. M. BANATWALLA: But the point that I make is that just as the Minister for Energy has a lot of authority to bring about an increase in the case of petroleum products and others but when it was done it was held that the action of doing so without coming to the House and even before the presentation of the Budget on the eve of the Budget Session is a serious breach of propriety.

In a similar manner, this is a breach of propriety. This is more serious because the rates are to come into force on 1st March. The Budget is to come on the 28th February. It could have been included in the Budget that was to be presented on the 28th February. Therefore, we request you to make an observation with respect to the serious breach of propriety that has been committed by this Government.

MR. DEPUTY-SPEAKER: The increase in the prices of petroleum products was before the session.

SHRI G. M. BANATWALLA: It was done on the eve of the Budget Session when the Budget was expected to be presented.

MR. DEPUTY-SPEAKER: That is why the Speaker had said:

"I share the members' feelings. It would have been more appropriate to announce the increase in prices in the House as the Lok

Sabha was scheduled to sit from 18th February, 1983."

(Interruptions).

SHRI SATYASADHAN CHAKRABORTY: On a point of order, Sir. When you occupy the Chair, you have all the authority and the powers of the Speaker. When the Speaker has observed that it is an impropriety, why can't you say this is also an impropriety?

(Interruptions).

MR. DEPUTY-SPEAKER: You must all help me. Finally, the Minister will reply on behalf of the Government. Why should everyone of you get up? You need not reply on behalf of the Government. Is the Minister not capable of replying? I know, he is capable of replying.

SHRI SURAJ BHAN: The second item on the Order Paper today was the Railway Budget and, before that item,**

MR. DEPUTY SPEAKER: No, no. Don't record. He took the permission from the Chair. The Speaker permitted him. All the papers were laid together.

SHRI SURAJ BHAN: My only submission is that it should have been the third item.

MR. DEPUTY SPEAKER: That word you should not use.

SHRI SURAJ BHAN: You can change that word; I do not mind. I do not insist on that word.

MR. DEPUTY SPEAKER: Nothing is done like that.

श्री सूरजभान : उपाध्यक्ष महोदय, मेरा कहने का मतलब यह है कि इसको तीसरा आयटम होना चाहिए था, लेकिन मैं नहीं समझता कि इसको क्यों दूसरा ले लिया गया। इससे हमें कुछ कहने की

[श्री सूरज भान]

गुंजाइश नहीं रही। इसका नतीजा यह है कि दुगने और कहीं-कहीं तीन गुने रेट्स बढ़ा दिए गए हैं जब कि एक्सेप्टेड प्रिंसिपल है कि बिना डिसकशन के टैक्स नहीं लगाए जा सकते।

MR. DEPUTY SPEAKER: Why didn't you not object when the papers were laid on the Table of the House?

SHRI RAM VILAS PASWAN: He didn't tell us that the rates were going to be increased. (Interruptions)

MR. DEPUTY-SPEAKER: I have allowed Shri Ramavatar Shastri.

SHRI SATYASADHAN CHAKRABORTY: It is for the Minister to establish his case. But you are trying to justify it. You should be absolutely impartial.

MR. DEPUTY-SPEAKER: I am perfectly neutral.

श्री रामावतार शास्त्री (पटना) : उपाध्यक्ष जी, मंत्री महोदय ने और सरकार ने हम सब की आंख में धूल झोंककर इस तरह की घोषणा की है जिससे बहुत सारे रेट्स बढ़ गये। मैं इसे अनैतिक और संसद् के अधिकारों पर कुठाराघात मानता हूँ। संसद् और जनता सार्वभौम है। मंत्री और सरकार सार्वभौम नहीं है। जब सेशन चालू था तो मंत्री महोदय को इस तरह से रेट बढ़ाने की घोषणा और सदन के पटल पर कागज रखने के नाम पर यह कार्यवाही नहीं करनी चाहिए थी। बाद में उस पर बहस होती और जो फैसला होता था, वह बाद में हो जाता। इन्होंने इम्मोरल तरीका अपनाया है।

SHRI RAM VILAS PASWAN: You must take it seriously.

MR. DEPUTY-SPEAKER: Yes; very seriously.

श्री रामावतार शास्त्री : इसी लिए हम लोग इस सरकार को तानाशाह सरकार कहते हैं और मैं इस अनैतिक व्यवहार की जोरदार निन्दा करता हूँ।

SHRI ANANTHA RAMULU MALLU (Nagarkurnool): My submission is that when the hon. Speaker has given a certain ruling, that has to be respected by one and all. The verdict given by the Speaker shall have to be respected by one and all. The Chair should not be pressurised. That is what I want to say. Nothing more.

श्री सत्यनारायन जटिया (उज्जैन) :

उपाध्यक्ष महोदय, यह पहली ही इस प्रकार की घटना हुई है—ऐसी बात नहीं है। माननीय अध्यक्ष महोदय ने इस प्रकार की बात का पहले भी कण्डेम किया है। मेरा निवेदन है—यह जो अवहेलना होती है, यह सब जानबूझ कर की जाती है और यह जनता की जेब काटने वाली प्रक्रिया है। मेरा कहना है कि इस सब को वापस लिया जाना चाहिए और तरीके से पेश किया जाना चाहिए।

श्री बा० डा० सिंह (फूलपुर) : उपाध्यक्ष जी, मुझे तो माननीय गार्डगिल साहब से इस तरह की उम्मीद नहीं थी कि वे इस प्रकार पोस्टल रेट बढ़ायेंगे। जब ता० 28 को बजट आने वाला है तो बजट के अन्दर इस की व्यवस्था हो सकती थी लेकिन श्री प्रणव मुखर्जी ने गार्डगिल साहब को एक मोहरा बना दिया और उनके इशारे पर यह सब किया गया है तथा देश की जनता को गुमराह करने तथा इसकी आंखों में धूल झोंकने की कोशिश की गई है। मेरी रिक्वेस्ट है कि आपके द्वारा इसकी भर्त्सना की जानी चाहिए।

SHRI A. K. ROY (Dhanbad): I have got only one sentence to speak. Impropriety, when repeated, amounts to something unparliamentary and

anything unparliamentary should be expunged from the proceedings of the House. So, I propose the entire thing, including the speech of the hon. Minister should be expunged from the proceedings of the House.

MR. DEPUTY-SPEAKER: What about your speech delivered just now? Should that also be expunged?

SHRI V. N. GADGIL: The professor spoke about convention and practice and he also said that, instead of their fighting, I should fight with him. I have no intention to fight with any one, much less with a Professor. I do not accept what he has said. But even assuming that what he has said is correct, the accepted principle is that convention and practice must yield to specific statutory provision, and the statutory obligation is that I should lay it on the Table of the House. That is precisely what I have done.

Most of the points were repeated. Mr. Shastri talked about धूल झोंकना आख में

I must confess that I do not have that much ingenuity which he has attributed to me. There is no question of my doing that.

SHRI RAMAVATAR SHASTRI: What I said was to Government and not to Mr. Gadgil.

SHRI V. N. GADGIL: Mr. Singh mentioned about not expecting it from me. I thank him for the compliment. When you are in Government, certain decisions have to be taken. Mr. Pranab Mukherjee has in no way influenced me or managed with me. (Interruptions) As I have said at the outset, in three different ways, it can be made. I cannot put something in the Finance Bill when the law provides that it cannot be done. Certain things only must be done through Finance Bill. If I recollect, Mr. C. K. Daphtary who was the doyen of the Indian Bar once said: 'Can you amend the Cattle-

Trespass Act through the Finance Bill?'. Certain things only must be done through Finance Bill and not all others. Certain things must be done by notification, and that is precisely what has been done. Therefore, I submit that there is no impropriety.

श्री राम विलास पासवान (हाजीपुर) : उपाध्यक्ष जी, सरकार का काम इस तरह नहीं चल सकता है, इसके विरोध में हम

MR. DEPUTY-SPEAKER: You please hear my ruling first.

Before I deal with the points raised by the hon. Members, Mr. Ram Vilas Paswan, Mr. Satyasadhan Chakraborty, Mr. Chitta Basu, Shri Hari-kesh Bahadur, Shri G. M. Banatwalla, Mr. Suraj Bhan, Mr. Ramavatar Shastri, Mr. Satyanarayan Jatiya, Mr. B. D. Singh and Mr. A. K. Roy, let us recall the provisions of the Indian Telegraph Act, 1885, as amended from time to time. Section 7(2) thereof provides as under:

"7(2) Rules under this section may provide for all or any of the following, among other matters, that is to say:

(a) the rates at which, and the other conditions and restrictions subject to which, messages shall be transmitted.."

Government have issued the notification and the Minister has laid it on the Table to comply with the statutory requirement in terms of the aforesaid provision. It is now open to the Members to exercise their right in terms of section 7(5) of the Act to give an appropriate motion for acceptance or rejection, or acceptance with modification of the rules as proposed to be enforced by Government with effect from 1st March, 1983. The important thing is that the House should have an opportunity to discuss this matter before these rules come into force. I

(Mr. Deputy Speaker)

have had a word with the Minister concerned and they have readily agreed to have a specific discussion on the subject if the Members so desire.

If the House agrees, we can have a discussion on the subject on an appropriate motion later, though discussion on President's Address is normally not so interrupted. I hope the House agrees.

Now matters under rule 377...

श्री राम विलास पासवान : उपाध्यक्ष महोदय, आपकी रूलिंग के खिलाफ नहीं, लेकिन सरकार के निर्णय के खिलाफ हम लोग वाक आउट करते हैं।

SHRI RAMAVATAR SHASTRI: Your ruling has supported the stand of the Government. (Interruptions)

16.44 hrs.

Shri Ram Vilas Paswan, Shri Satya-sadhan Chakraborty, Shri Ramavatar Shastri and some other hon. Members then left the House.

MR. DEPUTY-SPEAKER: Matters under rule 377, Mr. Harikesh Banadur.

SHRI HARIKESH BAHADUR: Sir, I am also walking out....

MR. DEPUTY-SPEAKER: You can so announce and then read your statement.

SHRI HARIKESH BAHADUR: I hope my protest will be registered. It should be registered that I have walked out.

SHRIMATI KRISHNA SAHI (Begusarai): You walk out.

MR. DEPUTY-SPEAKER: He has walked out and come in.

16.45 hrs.

MATTERS UNDER RULE 377

(i) Deaths and sufferings of people in some States of Northern India on account of severe cold.

श्री हरिकेश बहादुर (गोरखपुर): उपाध्यक्ष महोदय, उत्तर भारत के अनेक राज्यों में अभी कुछ दिन पहले जब कड़ाके की सर्दों पड़ रही थी, सैकड़ों लोग भोजन और वस्त्र के अभाव में मौत के शिकार हो गये। उत्तर प्रदेश के पूर्वी और दक्षिणी भागों तथा बिहार एवं अन्य राज्यों के कुछ भागों से मिलने वाली भुखमरी की सूचनायें अत्यधिक दुर्भाग्यपूर्ण और चिन्ता का विषय रही हैं। लोगों की कठिनाई का लाभ उठा कर कुछ समाज विरोधी तत्वों ने खाद्यान्न की कीमत भी बढ़ा दी थी, और सरकार खाद्यान्न की बढ़ती कीमतों पर नियंत्रण पाने में अग्रफल रही। एक तरफ जहां लोग भोजन और वस्त्र के अभाव में इस्त थे, वहीं पर ईंधन का भी अभाव उनके लिए अत्यंत कष्टप्रद था। रोजगार के अभाव में अनेक मजदूरों के समक्ष खाद्यान्न का घोर संकट व्याप्त हो गया था तथा शीत के कारण गन्धियों के अतिरिक्त-पशुओं की भी जानें गयीं। और बहुत से व्यक्ति बीमार पड़ गये। ऐसी परिस्थिति में भी सरकारी सहायता नगण्य थी। सरकार से मेरी अपील है कि इस प्रकार की दैवी आपदाओं से लोगों को बचाने के लिए कारगर ठोस कदम उठाने का प्रयास करें।

देश की आजादी के 35 वर्षों के बाद भी वस्त्र और भोजन के अभाव में लोगों का मरना हमारे लिए शर्म की बात है। सरकार को चाहिए कि भुखमरी से लोगों को बचाने के लिये ग्रामीण रोजगार योजना के अन्तर्गत व्यापक स्तर पर कार्यक्रम चलाए जायें ताकि लोगों को काम मिल सके। साथ ही गरीब लोगों में कम्बल और वस्त्रों का वितरण कराया जाय तथा इस कार्य में स्वैच्छिक संस्थाओं की भी मदद ली जाये। जनहित में खाद्यान्नों की कीमतों को बढ़ने से रोकने के लिए कठोर कदम उठाना अत्यन्त आवश्यक है ताकि समाज विरोधी तत्व लोगों की बेंवसी का लाभ न उठा सकें।

(ii) *Need for establishment of Powerful Radio Stations at Barmer and Jaisalmer in Rajasthan.*

श्री बृद्ध चन्द्र जैन (बाड़मेर) : उपाध्यक्ष महोदय, केन्द्र सरकार ने रेडियो प्रसारण की दृष्टि से राजस्थान प्रान्त के सीमावर्ती एवं पिछड़े लोक-सभा निर्वाचन क्षेत्र बाड़मेर एवं जैसलमेर, जिसका क्षेत्रफल 70 हजार वर्ग किलोमीटर है, जो केरल प्रान्त से दूगुनी और हरियाण प्रान से ड़्योढ़ा है, की धोर अपेक्षा कर रखी है ।

आल इंडिया रेडियो के दिल्ली, जयपुर, जोधपुर, कोटा, सूरतगड़ एवं दीकानेर स्टेशनों की आवाज उक्त क्षेत्र के आधे हिस्से में गन्ध पहुंचती है और आधा क्षेत्र रेडियो प्रसारण की सेवाओं से वंचित रहता है ।

चौथी एवं पांचवी पंचवर्षीय योजना में बाड़मेर एवं जैसलमेर रेडियो स्टेशन स्थापित करने का प्रस्ताव था, परन्तु वित्तीय कठिनाई का सहारा ले कर उक्त प्रस्ताव को क्रियान्वित नहीं किया गया । छठी पंचवर्षीय योजना में भी प्रस्ताव था परन्तु इसके बाबे में कोई राशि का प्रावधान नहीं रखा गया है और उक्त क्षेत्र की धोर अपेक्षा की जा रही है उक्त क्षेत्र पाकिस्तान की सीमा पर आया हुआ है, उक्त क्षेत्र देश का ग्रहरी है, परन्तु उक्त क्षेत्र की जनता के मनोबल को उठाने के लिए रेडियो प्रसारण की सेवाओं का लाभ भी केन्द्र सरकार द्वारा नहीं पहुंचाया जा रहा है । युद्ध के समय में जब कि सीमावर्ती जनता का मनोबल बढ़ाना आवश्यक होता है, रेडियो प्रसारण इस सम्बन्ध में बड़ी भूमिका अदा करता है और शान्ति के समय में देश की प्रगति का जानकारी दे कर उन्हें सच्चे एवं निर्भीक नागरिक बनाता है ।

अंत सूचना एवं प्रसारण मंत्री का ध्यान आकर्षित कर निवेदन है कि इस प्रश्न को न्यूनतम आवश्यकता का प्रश्न मानकर प्राथमिकता के आधार पर इसी वर्ष बाड़मेर एवं जैसलमेर में

क्रमशः बड़ी शक्ति के रेडियो स्टेशन स्थापित कर सीमावर्ती जनता की आवश्यक मांग की पूर्ति करें ।

(iii) *Ashok Paper Mills Darbhanga (Bihar)*

श्री रामविलास पासवान (हाजीपुर) : बिहार के दरभंगा जिले में एक अशोक पेपर मिल है जिस का मुख्य कार्यालय एवं यूनिट आसाम में है । बिहार यूनिट 1978 में तथा आसाम तथा 1976 में चालू हुआ । इन दोनों यूनिटों का उद्देश्य पिछड़े इलाके का विकास करना एवं राजगार मुहैया कराना था । अशोक पेपर मिल्स बिहार का उत्पादन 40 टन प्रति दिन है । तथा आसाम का 90 टन प्रतिदिन का है । लेकिन समय पर बिजली तथा कच्चा माल उपलब्ध नहीं होने के कारण एवं सही निदेशन के अभाव में अशोक पेपर मिल्स बिहार एवं आसाम यूनिट अपनी उत्पादन क्षमता के मुताबिक उत्पादन करने में असमर्थ रहा और 1980 तक आते-आते क्षमता के अनुपात में आधे से भी कम उत्पादन होने लगा । फलस्वरूप मिल के सामने वित्तीय संकट आ गया तथा सितम्बर, 1982 में उत्पादन कार्य बन्द हो गया । 1982 अगस्त में उद्योग मंत्री श्री नारायण दत्त तिवारी ने बिहार, आसाम, आई. डी. बी. आई. एवं अन्य वित्तीय संस्थानों की बैठक लाई । लेकिन अभी तक समस्या का निदान नहीं हो सका है । करीब 1100 हजार श्रमिक परिवारों के सामने भ्रमरों की स्थिति है । अरबों रुपये की मशीनों में जंग लग रहा है । आसाम की सरकार किसी भी शर्त पर मिल को चलाना चाहती है, जब कि बिहार सरकार की नीति उपेक्षापूर्ण है । केन्द्रीय सरकार की उदासीनता से बिहार एवं आसाम के लोगों में काफी क्षोभ है ।

अतः केन्द्रीय सरकार से मांग है कि सरकार अबिलम्ब अशोक पेपर मिल्स को अपने हाथ में ले कर हिन्दुस्तान पेपर कारपोरेशन के माध्यम से इस का उत्पादन चालू करावे जिस से बिहार एवं आसाम का विकास हो सके । हजारों मजदूरों को भ्रमरों में बचाया जा सके तथा अरबों की मशीनों को नरवाद होने से बचाया जा सके ।

(iv) *Subsidy to onion growers*

SHRI RAM SINGH YADAV (Alwar): The crop of onion has been cultivated over large areas of the districts Alwar, Bharatpur and Jaipur of the Rajasthan State; Mahua, Bhavnagar and other parts of Gujarat State and the Nasik region of Maharashtra State: Onion seed is very costly and there has been much escalation in its price this year. It had cost Rs. 3500 per acre to the farmer. This crop needs watering at least 8 to 10 times. The crop requires three dosages of fertilizers. Labour component is comparatively very high for this crop. The most critical and unfortunate incident of onion crop is that as soon as the crop is harvested, it must be taken for marketing within a week's time. Otherwise the produce would be spoiled. Thus, the farmer cannot store it and he has to undertake a distress sale. The Government of India did not allow export of onions during the harvesting time this year. Consequently the market price of the onions had been very low during the harvesting period i.e. during the months of November and December 1982 and January 1983. Farmers had sold their produce by that time. Each and every producer of onion crop had suffered a loss of Rs. 2000 per acre this year because of low price of the produce in the market. The Government of India did not allow export during the harvesting period. The Ministry of Agriculture, Government of India, allowed export of onions in the first week of February, 1983 through NAFED, STC and private traders; and they had earned a good profit too. Onion growers have suffered huge losses. I, therefore, urge upon the Government of India to compensate the losses incurred by the farmers by subsidising them at the rate of Rs. 1500 per acre for the area over which they have grown the onion crop this year.

(v) *Allotment of Funds for development of National Highways in Orissa*

****SHRI CHINTAMANI JENA** (Balasore): The State of Orissa is lagging far behind than the other States in the country as far as National Highway network is concerned. Against an all-India average of 19 KM National Highways, Orissa has only 9.5 KMs of National Highways. 6 National Highways, i.e. N.H. 5, 6, 42, 43, 5A and 23 pass through the State of Orissa. The total length of the National Highways in Orissa is only 1650 Kms. The development of the National Highways in Orissa to the required standard could not be done due to the inadequacy of funds.

The Government of India has taken up the programme for the all-round development of Scheduled Castes and the tribal-populated backward States. Orissa is such a backward State where scheduled Castes and scheduled tribes comprise a very sizeable population of 40 per cent of the total population. Therefore the State of Orissa deserves special consideration for the development of the National Highways, which are generally passing through tribal districts.

The proposal of the State Government to construct a National Highway between Orissa and Madhya Pradesh via Konarak, Phulbani, Balangir and Kalahandi should be implemented during the Sixth Plan period without fail and the work in this connection should be started in the current financial year. In spite of repeated requests from time to time, the Government of India are not allotting the required funds for the development of National Highways. I would, therefore, urge upon the Government of India that the allocation of funds for the development of National Highways to the State of Orissa should be enhanced soon.

(vi) *Need for action against persons who violated freedom of Press*

श्री सत्य नारायण जटिया (उज्जैन) : उपाध्यक्ष महोदय, मैं नियम 377 के अधीन सरकार का ध्यान आकर्षित करना चाहता हूँ ।

दिनांक 19 फरवरी को दैनिक समाचार पत्र "आवन्तिका" के कार्यालय में पुलिस कर्मियों ने अनाधिकार प्रवेश पर समाचार पत्र के प्रधान सम्पादक, सह सम्पादक तथा कम्पीजिटर्स पर आक्रमण किया और उन्हें जख्मी कर दिया गया । एक दिन पूर्व शहर में उग्रद्वी तत्वों द्वारा शहर में अशान्ति को स्थिति निर्मित होने से तथा उस पर प्रशासकीय नियंत्रण में विफलता के समाचार 19 तारीख के दैनिक में प्रकाशित हुए थे । जिससे प्रशासन उक्त समाचार पत्र से अपनी विफलता का बदला लेने के इरादे से पुलिस कर्मियों को समाचार पत्र पर विद्वेषजनक कार्यवाही करना चाहता था । जब कि समाचार पत्र ने वस्तुस्थिति का वर्णन किया था । इस प्रकार समाचार पत्र को आतंकित करने वाली कार्यवाही प्रजातंत्र में अभिव्यक्ति की स्वतन्त्रता को प्रतिबन्धित करने वाली जैसी कार्यवाही है ।

अतएव मेरा कन्द्र सरकार सांग्रह है कि प्रेस की आजादी को कायम रखने के लिए अभिव्यक्ति की आजादी को अतिक्रमण करने वालों के खिलाफ तत्काल कार्यवाही कर प्रेस की आजादी की रक्षा करें ।

(vii) *Punishment of offenders responsible for killing of persons in Etawah, U.P.*

श्री राम सिंह शांख्य (इटावा) : उपाध्यक्ष महोदय, मैं नियम 377 के अधीन सरकार का ध्यान आकर्षित करना चाहता हूँ ।

1. 2. 83 रात्रि 9 बजे इटावा जनपद के ग्राम कछपुरा निवासी एक ठाकुर परिवार के आठ सदस्यों, पिता, बुआ, पत्नी, छोटा भाई व चार छोटे मासूम बच्चों की नेकसे गिरोह के लोगों द्वारा निर्मम हत्या कर दी गई है । अभी तक हत्यारे व उस के

संरक्षकों में से किसी को भी गिरफ्तार नहीं किया गया है और न जेल ही भेजा गया है । इस कारण क्षेत्रीय जनता आतंकित है और भय का वातावरण बना हुआ है ।

इस संदर्भ में लोक दल इटावा व उत्तर प्रदेश के अध्यक्ष तथा महामंत्री, बां० एस० टी० कालेज बलदई (जनपद इटावा) के प्रधानाचार्य एवं अन्य स्थानीय सम्मानित लोगों ने क्रमशः दिनांक 28 जनवरी, 1983, 4 अक्टूबर, 1982, 4 नवम्बर, 1982, 24 जनवरी, 1983 व 18 जनवरी, 83 को अलग-अलग पत्र लिख कर स्थानीय वरिष्ठ पुलिस अधीक्षक इटावा, मुख्यमंत्री, उत्तर प्रदेश एवं अन्य उच्चाधिकारियों को यह सूचित किया था कि कछपुरा गांव के आस-पास नेकसे गिरोह संगठित एवं सक्रिय हैं । कब किसकी हत्या कर दी जाएगी, कोई निश्चित नहीं है । इस में उक्त परिवार भी सम्मिलित था । लेकिन वरिष्ठ पुलिस अधीक्षक ने उक्त सम्मानित लोगों की एक भी नहीं सुनी और ऐसी भयावह हत्याकांड घटित हुई । यह भी स्मरणीय है कि उक्त हत्याकांड में उक्त वरिष्ठ पुलिस अधीक्षक का मुखबीर एवं संरक्षण गिरोह के ऐसे लोग, जिन्होंने 40-50 हत्यायें अब तक कर चुके हैं, शामिल हैं । लेकिन उनका नाम अब तक सूचीबद्ध नहीं किया जा सका है । इस प्रकार स्थानीय पुलिस एवं प्रशासन इस क्षेत्र में शान्ति व्यवस्था बनाए रखने में पूरी तरह नाकामयाब हुई है ।

अतः इस सदन के माध्यम से सरकार से आग्रह निवेदन है कि अविलम्ब इस घटना से संबंधित दोषी लोगों को सख्त सजा दिलाने एवं शान्ति व्यवस्था स्थापित करने हेतु अपेक्षित कार्यवाही करने का कष्ट करें ।

(viii) Financial assistance to West Bengal for refugees.

SHRI SATYASDHAN CHAKRABORTY (Calcutta South): Sir, several thousand refugees have come to North Bengal from Assam as a result of the tolen movement and disturbances there. The Assam Administration has failed to provide adequate security to the minority communities and a sense of insecurity prevails among the members of such communities. Most of the refugees are coming from the riot affected districts of Darrang, Goalpara and Kamrup. Many among them are severely wounded and have been hospitalised.

The West Bengal State Government has already sanctioned Rs. 4 lakhs for the refugees and is trying to provide temporary shelter for them. It has already appealed to the Central Government for funds to meet the expenses.

I would urge upon the Government to come to the assistance of the helpless refugees of Assam and help the Government of West Bengal by sanctioning adequate amount of money for the refugees.

I would also strongly urge upon the Government of India to take necessary steps so that a sense of security among the members of the minority communities is created and the refugees who have come to North Bengal may return to their home in Assam.

17.00 hrs.

MOTION OF THANKS ON THE PRESIDENT'S ADDRESS—contd.

MR. DEPUTY-SPEAKER: The House will now take up further consideration of the following motion

moved by Shri K. Brahmanand Reddy and seconded by Prof. K. K. Tewari on the 22nd February, 1983, namely:—

"That an Address be presented to the President in the following terms:—

"That the Members of Lok Sabha assembled in this Session are deeply grateful to the President for the Address which he has been pleased to deliver to both Houses of Parliament assembled together on the 18th February, 1983".

Shri Namgyal to continue his speech. You have already taken nine minutes; you can take 6 minutes more.

श्री पी० नामग्याल (लद्दाख): माननीय डिप्टी स्पीकर साहब, कल जब मैं बोल रहा था, तो काश्मीर वैली में कुछ ऐसे इंस्टीट्यूशन्स और ट्रस्ट्स के बारे में सदन का ध्यान दिला रहा था जो कि बाहर से आए हुए पैट्रो-डोलरों की मदद से वहां पर सैट-अप हो रहे हैं। इस सिलसिले में मैं सरकार से गुजारिश करूंगा कि वह जम्मू में शायी होने वाले अंग्रेजी अखबार "काश्मीर टाइम्स" के 1 फरवरी के इशू में जो न्यूजग्रैडिंट है, उस को देखें। उस तरफ मैं सरकार का ध्यान दिलाना चाहता हूं क्योंकि उस में ऐसे नाम दिये गये हैं जो मैं नहीं चाहूंगा कि इस सदन में पढ़ें इसलिये कि उन का साल्लुक कुछ फोरेन डिगनी-टरीज और हैड्स आफ दि स्टेट से है। उस पेपर में डिटेल में दिया हुआ है। उस में एक आर्गेनाइजेशन है, जिन्हें इस्लामिक यूनिवर्सिटी बनाने के नाम से लाखों की तादाद में पैट्रो-डोलर बाहर से आ रहे हैं और उसके जो ट्रस्टीज हैं, उन का फोरेन एजेंसीज से डाइरेक्ट लिंक बताया जाता है।

आचार्य भगवान देव (अजमेर) :
यह बड़ा गंभीर मामला है । आप
उस पेपर को यहां पेश कर दें, तो अच्छा
रहेगा ।

श्री पी० नामग्याल : अगर डिप्टी
स्पीकर साहब इजाजत देंगे तो जरूर
रख दूंगा । यह पेपर है और इस में
सारा रेफरेन्स दिया हुआ है ।

आचार्य भगवान देव : वह कौन सा
पेपर है और किस तारीख का वह है?

श्री पी० नामग्याल : वह मैंने बता
दिया है । उसका नाम "काश्मीर
टाइम्स है " और वह जम्मू से शाया होता
है । ... (Interruptions)

MR. DEPUTY-SPEAKER: Do not
act according to his advice; he is not
in the chair.

श्री पी० नामग्याल : इसी तरह से दूसरे
एक मजहबी आर्गेनाइजेशन हैं । वहां
पर एक मेडीकल रिसर्च इंस्टीट्यूट बनाने
के नाम से लाखों रुपये का पेट्रो-डोलर
हासिल किया जा रहा है । कहते हैं कि
कि एक और यह इंस्टीट्यूट जमायते
इस्लामी वालों का होना बताते हैं
इकबाल मेमोरियल ट्रस्ट है और उसके
नाम से भी वहां पर पैसा आता है ।
चीथी इंस्टीट्यूशन और है, जिस का
नाम "इंस्टीट्यूशन फॉर इस्तेतिंग इस्ला-
मिक पिप्रिपिलिस" है । इस के नाम पर
भी बहुत सारे पैसे आ रहे हैं । पांचवा
इरादा एक ओरियेंटल कालेज है,
जो आचामी एक्शन कमेटी ने इरादा
अप किया है । उसको नसरत-उल
इस्लाम चलाते हैं और उस कालेज के
होस्टल बनाने के लिये भी बाहर से
पैसा आना बताते हैं इस तरह से एक
और मजहबी रहनुमा एक हर्ड्स आफ
दि स्टेट्स के नाम पर एक कालिज बनाने

के लिए पेट्रो-डोलर आना बताते हैं । इस
तरह से लाखों और करोड़ों रुपये पेट्रो
डोलर हमारी स्टेट में आ रहा है ।

आखिर में इस अखबार का मैं कुछ
अंश पढ़ कर सुनाना चाहता हूं जोकि
चन्द एक पालिटिकल पार्टीज से ताल्लुक
रखता है :

شری پی - نام گہال (اداخ) :

مانندے دیتی اسپیگر صاحب کل جب
میں بول رہا تھا تو کشمیر ویلی
میں کچھ ایسے انستی ٹیوشنس اور
ٹرسٹس کے بارے میں سدن کا دھیان
دل رہا تھا جہ کہ باہر سے آئے ہوئے
پیٹرو ڈالروں کی مدد سے وہاں پر
سیٹ اپ ہو رہے ہیں - اس سلسلے
میں سرکار سے گزارش کروں گا کہ وہ
جموں میں شائع ہونے والے انگریزی
اخبار دہ کشمیر ٹائمز کے ایک
فروری کے اشو میں جو نووز آئٹم ہیں
اس کو دیکھیں - اس طرف میں
سرکار کا دھیان دلانا چاہتا ہوں کیونکہ
اس میں ایسے نام دئے گئے ہیں جو
میں نہیں چاہوں گا کہ اس سدن
میں پڑھیں اس لئے کہ ان کا تعلق
کچھ فارن ڈکلی ٹریز اور ہیڈس آف
دی اسٹیمس سے ہے - جہاں اس
پیپر میں ڈیٹیل میں دیا ہوا ہے -
اس میں ایک آرگنائزیشن ہے جس
کے پاس اسلامک یونیورسٹی بلانے کے
نام سے لاکھوں کی تعداد میں پیٹرو
ڈالر باہر سے آ رہے ہیں اور اس کے

[شری پی - نام کھال]

جو ٹرسٹیز ہیں ان کا فارن ایجنسیز سے ڈائریکٹ لنک بنایا جاتا ہے -

شری اچاریہ بھگوان دیو (اجمیر):

یہ بڑا کشمیر معاملہ ہے - آپ اس پیپر کو یہاں پیش کر دیں تو اچھا رہے گا -

شری پی - نام کھال : اگر ذہنی

اسپیکر صاحب اجازت دیں گے تو ضرور دیکھ دوں گا - یہ پیپر ہے اور اس میں سارا ریفرنس دیا ہوا ہے -
اچاریہ بھگوان دیو : وہ کونسا پیپر ہے اور کس تاریخ کا وہ ہے -

شری پی - نام کھال : وہ میں نے

بتا دیا ہے - اس کا نام دی کشمیر ٹائمز ہے اور وہ جموں سے شائع ہوتا ہے -

(Interruptions).

MR. DEPUTY-SPEAKER: Do not act according to his advice; he is not in the chair.

شری پی - نام کھال : اسی طرح

سے دوسرے ایک مذہبی آرگنائزیشن ہیں - وہاں پر ایک میڈیکل دیسپنسر انسٹی ٹیوٹ بنانے کے نام سے لاکھوں روپے کا پیپرو ڈالر حاصل کیا جا رہا ہے - کہتے ہیں کہ ایک اور انسٹی ٹیوٹ جماعت اسلامی والوں کا ہونا بتاتے ہیں - اقبال میموریل

ٹرست ہے اور اس کے نام سے بھی وہاں پر پیسہ آتا ہے - چوتھا انسٹی ٹیوٹشن ارد ہے جس کا نام انسٹی ٹیوٹشن فار امہارتنگ اسلامک پرنسپل ہے - اس کے نام پر بھی بہت سارا پیسہ آ رہے ہیں - انھوں نے ادارہ ایک اور پمپل کالج ہے جو عوامی ایکشن کمیٹی نے سٹاپ اپ کیا ہے - اس کو نیشنل اسلام چلاتے ہیں اور اس کالج کا ہوسٹل بنانے کے لئے بھی بامبر سے پیسہ آنا بتاتے ہیں - اس طرح سے ایک اور مذہبی دھما ایک ہیڈس آف دی اسٹیٹس کے نام پر ایک کالج بنانے کے لئے پیپرو ڈالر آنا بتاتے ہیں - اس طرح سے لاکھوں اور کروڑوں روپے کا پیپرو ڈالر ہماری اسٹیٹ میں آ رہا ہے -

آخر میں اس اخبار کا کچھ انس پڑھ کر سنانا چاہتا ہوں جو کہ چند ایک ہائیٹیکل پارٹیز سے تعلق رکھتے ہیں -

A number of political personalities, including those belonging to the ruling National Conference, are known to have received large amount of money from the dignitaries visiting the State from ** and ** during the last few years. ** is also stated to be pumping a substantial amount of money in the Kashmir Valley.

یہ جو رکوم پولیٹیکل پارٹیج اور دوسرے عداوتوں کے نام سے آ رہے ہیں، اس کے لیے تھوہو منیستر سہاوب اور گورنمنٹ آف انڈیا سے گوارنٹی کرے گا کہ

یہ جو رقوم پولیٹیکل پارٹیز اور
دوسرے اداروں کے نام سے آ رہے ہیں
اس کے لئے میں ہوم منسٹر صاحب
اور گورنمنٹ آف انڈیا سے گزارش کروں
گا کہ

SHRI G. M. BANATWALLA (Ponnani): I am on a point of order. Sir. He has specifically referred to certain countries with whom we have very friendly, very cordial and very amicable relations. Not only that, we will also be playing host to those countries who will be arriving here for the non-aligned Conference. Sir, these are specific allegations against these countries that they are pumping, so to say, their petro-dollars in this area with a very wrong purpose. Therefore, Sir, such an allegation which affects the amicable relations with these countries must be expunged from the records.

MR. DEPUTY-SPEAKER: I will go through the records. Better avoid any mention of a friendly country.

श्री पी. नामग्याल: मैंने अखबार का रेफरेंस दिया है। जम्मू कश्मीर का वाइडली सरकुलैटेड इंगलिश पेपर है यह। यह आज की बात नहीं है।

شری پی - نام گیار : میں نے

اخبار کا ریفریس دیا ہے - جہوں
کشمیر کا وائڈلی سرکولٹڈ انگلش پیپر
ہے یہ - یہ آج کی بات نہیں ہے -

SHRI G. M. BANATWALLA: You are falling a prey to the RSS propaganda.

SHRI D. NAMGYAL: You may be a party to that; I am not.

MR. DEPUTY-SPEAKER: Mr. Banatwalla, please address the Chair.

SHRI G. M. BANATWALLA: Sorry, Sir.

श्री पी. नामग्याल : जनाव मैं यह अर्ज करने जा रहा हूँ कि हमारा मुल्क एक सैक्युलर स्टेट है। यहां पर किसी भी इस्तीब्शन को मजहबी और तालीमी इरादों और ट्रस्ट बनाने का हक है लेकिन जो बाहर के मुल्क से डायरेक्टली पैसा इन दादों के पास में आता है उस के बारे में सरकार देखने की जरूरत है। यह नहीं हो सकता है कि वह जो पैसा डायरेक्टली बाहर से आता हो और उस से, वे सरकार के नोटिस में लाए बगैर, अपने इरादों को चलाए। मैं समझता हूँ कि वह हमारे मुल्क के इन्ट्रेस्ट में नहीं है। इसलिए यह बात मैं आपके नोटिस में लाना चाहता हूँ।

दूसरे ऐसे वाक्यात हो रहे हैं जिनकी तरफ भी सरकार की तब्ज्जो देनी चाहिए अगर यह बातें सरकार के नोटिस में हैं तो ये बातें कैसे हो रही हैं ? इस सिलसिले प्रेजीडेंट के एड्रेस में जिक्र क्यों नहीं है।

MR. DEPUTY-SPEAKER: Speak something about the problems you are facing in the Ladakh area. Why do you go to the international subject?

श्री पी. नामग्याल : प्रेजीडेंट के एड्रेस में चीन ओर चाइना के साथ बातचीत का जिक्र किया गया है। मैं खनूसी तौर पर कहना चाहता हूँ, कि चाइना के साथ हमारा इलाका लगता है, मेरी कांस्टीच्युन्सी का लगभग 35,555 किलोमीटर इलाका चाइना के इल्लीनल आकुपेशन में है। इसी तरह कश्मीर का मसला भी है। मैं गुजारिश करूंगा कि इस दोनों मुल्कों के साथ जो भी बातचीत हो तो अत तक हमारा जो स्टैण्ड रहा है उस स्टैण्ड से हट कर बातचीत नहीं होनी चाहिए। अगर कुछ एडजस्टमेंट करना पड़े तो यह न हो कि मेरी कांस्टीच्युन्सी से कुछ इलाका चला जाए और दूसरे कोने से उस में आजाए। सरकार को ऐसी कोई बात नहीं करनी चाहिए।

राष्ट्रपति जी के एड्रेस में शेड्यूल कास्ट और शेड्यूल ट्राइब्स के बारे में जिक्र

[श्री पी० नामग्याल]

हैं और इस सिलसिले में पिछले साल के ट्राईबल सब-प्लान कि 85 करोड़ रुपये के मुकामले 95 करोड़ रुपये रखा गया है। इसके लिए मैं सरकार का मशकूर हूँ। हालाँकि मैं इस तरीके से ताल्लूक नहीं रखता हूँ।

सभापति महोदय, यहां पर कई बार यह बात उठाई गई कि लद्दाख को शेड्यूल ट्राइब का दर्जा दिया जाए। हमें खूशी है कि मौजूदा जम्मू कश्मीर की सरकार ने हमारी मांग को और ध्यान दिया और उस की ओर एक प्रेस स्टेटमेंट में कहा गया है कि इस बाबत केन्द्र सरकार को सिफारिश भेज दी गई है। स्टेट गवर्नमेंट की सिफारिश है इसलिये अब इस मांग को पूरा करने में केन्द्र सरकार को कोई संवैधानिक कठिनाई नहीं है। इसलिए मैं सरकार से मांग करता हूँ कि जो हक हमको 35 साल पहले मिलना था, अभी वक्त है कि यह सुविधा हमको दी जाए। इससे हमको काफी लाभ मिलेगा।

राष्ट्रपति जी ने डाउट फ्रिड और सायक्लान के प्रभाव का जिक्र किया है और 700 करोड़ रुपये इसके लिये रखा गया है। एक बात मैं अफसोस के साथ कहना चाहता हूँ कि मेरी कांस्टीट्यूंसी लद्दाख में 1981-82 में ज्यादा वर्फ के कारण बड़ी तादाद में लोगों की भेड़-बकरीयां और माल मवेशी मारे गए। इससे लोगों को काफी नुकसान हुआ है। इस सिलसिले में आज तक सरकार की ओर से उन लोगों को राहत देने के लिए कोई कार्यवाही नहीं की गई है। पिछले साल एग्रीकल्चर मिनिस्टर साहब ने एक सवाल के जवाब में कहा था कि जम्मू कश्मीर सरकार को 1.30 करोड़ रुपये यहां से रिलीज किया गया है, उसमें लद्दाख का भी हिस्सा है। लेकिन आज तक हमें से गुजारािश करुंगा कि सरकार मैं सरकार से गुजारािश करुंगा कि सरकार इस ओर तबज्जह दे। यह इलाका चाइना के बार्डर के साथ लगता है जिससे यहां के निवासियों को कंडीशन पर असर पड़ता

है। बार्डर होने के नाते सरकार के लिए बहुत जरूरी है कि उनका ध्यान रखें।

आखिर में राष्ट्रपति जी के एड्रेस पर जनাব ब्रह्मानन्द रेड्डी साहब ने जो धन्यवाद प्रस्ताव रखा है और प्रोफेसर तिवारी जी ने उसका समर्थन किया है, उसकी मैं तारीफ करता हूँ और मैंने सरकार से जो गुजारािश की है, मुझे अमीद है कि सरकार उन पर तबज्जह देगी।

SHRI G. M. BANATWALLA: You are falling a prey to the RSS propaganda.

SHRI P. NAMGYAL: You may be a party to that; I am not.

MR. DEPUTY-SPEAKER: Mr. Banatwalla, Please address the Chair.

SHRI G. M. BANATWALLA: Sorry, Sir.

شہری پی - نام گہال : جذاب

میں یہ عرض کرنے جا رہا ہوں کہ ہمارا ملک ایک استیٹ ہے یہاں پر کسی بھی انسٹی ٹیوشن کو مذہبی اور تعلیمی ادارے اور ترسٹ بنانے کا حق ہے لیکن جو باہر کے ملک سے ڈائریکٹلی پیسہ ان اداروں کے پاس بھی آتا ہے اسکے بارے میں سرکار کو دیکھنے کی ضرورت ہے۔ یہ نہیں ہو سکتا ہے کہ وہ جو پیسہ ڈائریکٹلی باہر سے آتا ہے اور اس سے وہ سرکار کے نوٹس میں لائے بغیر اپنے اداروں کو چلائیں۔ میں سمجھتا ہوں کہ ہمارے ملک کے انگریسٹ میں نہیں ہیں۔ اس لئے یہ بات میں آپکے نوٹس میں لانا چاہتا ہوں۔

دوسرے ایسے واقعات ہو رہے ہیں جنکی طرف بھی سرکار کو توجہ

دیلی چاہئے اگر یہ باتیں سرکار کے نوٹس میں ہیں تو یہ کہہ سکتے ہو رہی ہیں - اس سلسلے میں پریزیڈنٹ کے ایڈریس میں کچھ نہیں ہے -

MR. DEPUTY-SPEAKER: Speak something about the problems you are facing in the Ladakh area. Why do you go to the international subject?

شری یو۔ نام کھال: پریزیڈنٹ

کے ایڈریس میں چینی اور چائنا کے ساتھ بات چیت کا ذکر کیا گیا ہے - میں خصوصی طور پر کہنا چاہتا ہوں کہ چائنا کے ساتھ ہمارا علاقہ لکنا ہے میری کانستی چوینسی کا لگ بھگ ۳۵۵۵۵ اکیڑوں کلومیٹر علاقہ چائنا کے الیکٹریکل اکویپمنٹ میں ہے - اسی طرح کشمیر کا مسئلہ بھی ہے - میں گزارہ کروں گا کہ ان دونوں ملکوں کے ساتھ جو بھی بات چیت ہو تو لب تک ہمارا جو اسٹیڈنٹ رہا ہے اس اسٹیڈنٹ سے ہٹ کر بات چیت نہیں ہونی چاہئے - اگر کچھ ایڈجسٹ منٹ کرنا پڑے تو یہ نہ ہو کہ میں کانستی چوینسی سے کچھ چلا جائے اور دوسرے کو نہ اس میں آجائے - سرکار کو ایسے کوئی بات نہیں کرنی چاہئے -

راشٹر پتی جی کے ایڈریس میں شیڈیولڈ کاسٹ اور شیڈیولڈ ٹرائب کے بارے میں ذکر ہے اس سلسلے میں پچھلے سال کے ٹرائبل سب پلان کے ۸۵ کروڑ روپے کے مقابلے میں اس

سال ۹۵ کروڑ روپہ رکھا گیا ہے اسکے لئے میں سرکار کا مشکور ہوں حالانکہ میں اس طبقے سے تعلق نہیں رکھتا ہوں -

سہا پتی مہودے یہاں پر کئی بار یہ بات اٹھائی گئی کہ لداخ کو شیڈیولڈ ٹرائب کا درجہ دیا جائے - ہمیں خوشی ہے موجودہ جموں کشمیر کی سرکار نے ہماری مانگ کی اور دھیان دیا اور اسکی اور ایک پریس اسٹیڈنٹ میں کہا گیا ہے کہ اس بابت کھلدر سرکار کو سفارش بھیج دی گئی ہیں - اسٹیڈنٹ گورنمنٹ کی سفارش ہے اسلئے اب اس مانگ کو پورا کرنے میں کھلدر سرکار کو کوئی سزیدھانک کٹھنائی نہیں ہے - اسلئے میں سرکار سے مانگ کرتا ہوں کہ جو حق ہمکو ۳۵ سال پہلے ملنا چاہئے تھا اب بھی وقت ہے کہ یہ سودھا ہمکو دی جائے - اس سے ہمکو کافی لاہفہ ملے گا -

راشٹر پتی جی نے تداوت فلڈ اور سائنکلوں کے پروپاز کا ذکر کیا ہے اور ۷۰۰ کروڑ روپے اسکے لئے رکھا گیا ہے - ایک بات میں افسوس کے ساتھ کہنا چاہتا ہوں کہ مہدی کانستی چوینسی لداخ میں ۸۱-۱۹۸۱ ع میں زیادہ برف کے کارن بڑی تعداد میں لوگوں کی موت ہوئی اور مال مویشی مارے گئے - اس سے لوگوں کو کافی نقصان ہوا ہے - اس

[شری پو - نام گیال]

سلسلے میں آج تک سرکار کی اور
سے ان لوگوں کو راحت دینے کے لئے
نوئی کارروائی نہیں کی گئی ہے -
پچھلے سال ایکریکچر، منسٹر صاحب
نے ایک سوال کے جواب میں کہا
تھا کہ جموں کشمیر سرکار کو ۱۹۳۰
کرور روپیہ یہاں سے دلہز کیا گیا ہے
اس میں لداخ کا بھی حصہ ہے -
لیکن آج تک ہمیں ایک پیسہ بھی
نہیں ملا ہے - میں سرکار سے گزارش
کروں گا کہ سرکار اس اور توجہ دے -
یہ علاقہ چائنا کے بارڈر کے ساتھ
لگتا ہے جس سے یہاں کے نواسوں
کی کنڈیشن پر اثر پڑتا ہے - بارڈر
ہونے کے ناطے سرکار کے لئے بہت
ضروری ہے کہ انکا دھیان دہئے -

آخر میں میں راشٹر پتی جی
کے ایڈریس پر جناب برہمانند ریڈی
صاحب نے جو دعوے ادا پرستار رکھا
ہے اور پروفیسر تھادری جی نے اسکا
سمونون کہا ہے اسکی میں تائید
کرتا ہوں، اور میں نے سرکار سے جو
گزارش کی ہے مجھے امید ہے کہ
سرکار اس پر توجہ دے گی -

SHRI ANANTHA RAMULU MALLU
(Nagarkurnool): I rise to convey my
thanks to the President for his Add-
ress. Many of the members from
both sides have participated in this
debate. I thought at least some of the
members on the other side will ap-
preciate the policies and the achieve-
ments of the government, but, it is
unfortunate that the Janata Party and
the BJP never tried to appreciate the

government on a single issue, when
inside and outside the country, every-
body is appreciating the country's
achievements. For instance, Asian
games had been appreciated by the
people all over the country and out-
side the country also. They are not
courteous enough to appreciate even
the policies of the government. In
this connection, I would like to men-
tion here one thing. About 50,000 fair
price shops were opened in the last
three years. The very purpose of
opening these shops is to meet the
needs of the weaker sections. But, in
this connection, I would like to sug-
gest that, while opening these shops
in the villages, these shops should not
be given again to the businessmen
who are being supported by BJP and
other people. I would suggest that a
majority of these shops should be
given to the weaker sections in the
villages so that the poor people can
purchase their daily commodities at
reasonable prices.

This year the Central Government
would be releasing to the States
about Rs. 7,000 million (Rs. 700
crores) for meeting natural calami-
ties. Whenever natural calamities
occur, certainly the Centre is coming
to the rescue of the States. But, at
the same time, temporary relief is
not enough for meeting natural cala-
mities. I would suggest that perma-
nent measures such as irrigation pro-
jects should be taken up to protect
the drought affected areas.

The performance of our infrastruc-
ture and our industry has maintained
improvement. That is why power
generation rose by 7.2 per cent and
production of coal by 4.2 per cent,
cement by 10.2 per cent and fertili-
zers by 9.6 per cent. But nobody
as come forward to appre-
ciate it. We know what happened to
the production of these things in
the Janata regime. I come from the
coal area. I know what happened to
the coal production. The coal pro-
duction went down. The power
generation had gone down in spite
of the efforts made by the govern-

ment machinery and the persons involved in this particular sector. I do not know why these people are not in a position to appreciate the achievements made by this government.

Coming to the family planning programme, I would like to compliment Mr. Jethmalani for his at least recognising Mr. Sanjay Gandhi as the leader of the Youth Congress; he has now realised that Mr. Sanjay Gandhi had done something good to the nation. But, at that time, whenever Mr. Sanjay Gandhi used to address meetings, these are the people who used to object to it and protested against him. As far as family planning is concerned, there is an increase of 16 per cent.

Coming to the new 20-point programme, particularly the NREP, it has been welcomed by all, particularly in the villages. It has given a lot of employment to the rural people and the rural masses.

Regarding distribution of house sites, it is worthy to note that 540,000 house sites have been distributed among the weaker sections of the country. This is a notable point in the last two years. A number of cases regarding land acquisition are pending in the High Courts; and pattadars never come forward willingly to give land to the weaker sections. They go to the High Courts and get stay orders. Again it will take two or three years. The government should take proper steps to have a special bench in the High Courts to dispose of these cases so that land acquisition problem can be solved and the weaker sections can be given land.

Mr. Satya Narayan Rao had mentioned about the problems that are being faced by the backward classes. I entirely associate myself with the views expressed by him. He had mentioned about the impression that

is being given by the parties, particularly the Opposition parties that the backward classes are not being given sufficient opportunities to come up.

But it is clearly mentioned in our new 20-Point Economic Programme and the programmes of the State Governments as also in the Plan activities that the weaker sections and the economically backward people will be given all the facilities in the villages. Most unfortunately, the Opposition Parties want only carry on a propaganda that everything is being given to the Scheduled Castes and Scheduled Tribes and not to the backward classes, and that they are not being considered at all. I would like to ask how many Scheduled Caste/Scheduled Tribe people are being given loans, when compared to the industrialists and entrepreneurs backed by the Janata Party and the BJP. They never try to understand the problem and they attribute motives to Congress (I).

I would like to mention one more thing here. Coming to the freedom fighters' pension, I welcome the scheme of the Government of India and the decision which has been taken to enlarge the scheme. In this connection, I want to say one thing. I am feeling rather ashamed that the Government of Andhra Pradesh has taken a decision to withdraw the pension being given to the freedom fighters, which was introduced earlier by the State Government. This is rather unfortunate. If they have any vengeance against the Congress (I) people, that is a different matter. But they should try to respect the freedom fighters who fought for the freedom of the country and helped in achieving independence for the country.

SHRI RAMAVATAR SHASTRI: Who has stopped? No Government has stopped.

SHRI ANANTHA RAMULU MALLU: The Andhra Pradesh State

[Shri Anantha Ramulu Malu]

Government has taken a decision to stop the pension to freedom fighters and also to legislators.

SHRI RAMAVATAR SHASTRI: About legislators, I heard, not about the freedom fighters.

SHRI ANANTHA RAMULU MALLU: They have stopped the pension to the freedom fighters also. I hope the Opposition Parties will appreciate and support us in this.

SHRI RAMAVATAR SHASTRI: I will support you on this.

SHRI ANANTHA RAMULU MALLU: Coming to the problem of Scheduled Castes, in the President's Address it was clearly mentioned that the introduction of the Scheduled Castes Development Corporations and also special component plans and many other measures that are meant for them will be taken up by them and also some State Governments. In this connection, I would like to mention that some of the State Governments have not been doing this. I want suitable instructions to be given to them to implement these schemes immediately. I am sorry also to note that some of the bankers have been slow—or are not releasing at all—in releasing money to these economically backward classes. Whenever the marginal money is released by the Finance Ministry, immediately they should release the money to the weaker sections, the Scheduled Castes and Tribes, etc. The Nationalised Banks have not been coming forward to release loan amounts to them. I would therefore request the Finance Ministry to look into this and issue suitable instructions to Nationalised Banks to release the marginal money as soon as it is sanctioned by the Ministry of Finance. Also, marketing centres are also to be opened at the block level and district level to meet the needs of the weaker sections of the people.

Coming to the problem of Scheduled Castes, I also would like to mention, since I come from Andhra Pradesh, never in the history of the State of Andhra Pradesh has this happened that some backward class people and some Harijans were killed. Immediately after the election the Harijans belonging to Kadirikuppam village were attacked by the Telugu Desam people. Eighty-six houses have been burnt and four persons have been killed. Our General Secretary Shri Satyanarayana Rao was pleased to visit the village. It is very unfortunate that four people were burnt alive in the said incident. The Chief Minister also visited the village. He said, "I know the problem. I have come to help the people." He, however was not prepared to listen to the grievances of the people belonging to the Scheduled Castes. All that he said was that the people should raise slogans in favour of Tamil Desam and Tamil Nadu. He is making a capital out of it. This is a human problem. I do not want to mention much at this stage. I want a separate discussion on this. Then I will give more details.

I would also appeal to all political parties not to politicalise this issue. Please look at this problem as a social problem. The Party which has come to power there has taken a lead to disturb the Harijans, because they have voted for the Congress(I) Party. The Harijans have been awakened under the dynamic leadership of Shrimati Indira Gandhi. We have been brought up on the principles of Gandhism. We believe in non-violence. That is the reason why we are keeping silent. Let our patience not be tested.

The Government of India has taken every care to protect the interest of the labour. But it is unfortunate that in Andhra Pradesh, they have taken a decision to retire the Government employees at the age of 55. By this decision of the Government, 30,000 employees are going to be

effected. The Government has not consulted the Government employees before taking this decision. They have not observed any democratic norms. This is a human problem. This has to be looked into. Even to oust a hotel worker you have to give a notice under the Industrial Disputes Act. But in retiring such a large number of Government employees no notice has been given. When NTR or Morarji Desai can work upto 60 and 80 years, why not Government employees continue upto 58 years? When in the Government of India and in other States the retirement age is 58, why not the same principle be followed in Andhra Pradesh? Andhra Pradesh is not a separate country. After all, it is a part of our country.

Since many Members have expressed their views on the problems concerning the nation particularly in Assam and Punjab, I associate myself with Mr. Rao and Mr. Sparrow and support the Motion moved by Shri Brahamanand Reddy on President's Address.

SHRI BHOGENDRA JHA (Madhubani): Mr. Chairman, Sir, in the spirit in which my friend has just spoken, one would have liked to support or agree with the President's Address. But, unfortunately, on very crucial issues the Address is very disappointing. That is why, one cannot agree on those very points. The President's Address expresses satisfaction that the inflation has been contained. It has not been stopped, it is not being eliminated. I do not want to demarcate between the previous rule in the name of the Janata Party and the rest in the name of the Congress or Congress (I) or whatever it is. There has been uninterrupted rule of the capitalist class in our country. The same class has been ruling. Some persons who were expelled from that party, founded a new party or went out of that party. So, that will make no difference and inflation has been continuing all along. That means the purchasing power of the money has been going down. This

is one effective way of exploiting the toilers and taking away the result of their labour and offering it to the wholesaler, the millionaire, the big monopoly houses. That process is continuing and due to this all our plans, all our projects after a few years become unrealistic because the purchasing power of the money is all among going down. Sometimes the rate is very high, sometimes the rate is slightly low. So that cannot be a matter of satisfaction. As long as the rupee is unstable, the country's economy is not stable and hence the resultant economic conditions are not stabilised. Even the political conditions cannot be said to be stabilised. That is why I say that the President's Address is very disappointing on this point. The Address notes the point that in many countries of the world there is recession. I express my satisfaction that the President's Address does not say that in the whole world there is recession. Many friends on that side too utter like that. The Economic Survey has very rightly traced that in one-third of the socialist world, there is neither recession nor inflation nor can there be. Whether one lies or not but there it is not. So, the President's Address very correctly states that in many countries there is recession. In that background how do we contain inflation, stop inflation and at the same time prevent recession from coming in because there is a cry in the country that recession is coming? In such a context, as we know, the monopolists of a world scale, our country's monopolists live with the monopolists of USA U.K. and many other countries. They, at the same time, combine both these things, recession and inflation. They reduce production. When there is less purchasing power, they raise the prices of their product and thereby reap more profit and that is what they call the stagflation. So actually we are passing through a stage of stagflation when the production is not satisfactorily going up, the prices are up, purchasing power is low and so the industries are crying for market. That is the problem.

[Shri Bhogendra Jha—Contd.]

the form of additional freight and mentioned in the President's Address, so the President is satisfied that whatever is necessary that is being done. Thus, today Rs. 488.90 crores in the form of additional freight and fare charges have been levied. The common people will have to pay it. That means so much of less purchasing power with the people. That will result in less sale of our industrial goods. That will be inviting recession in our country. The next budget is to come. We are waiting but if this understanding is there, then we will be going in the way the world capitalist system wants us to go.

One saving factor, which the President's Address unfortunately omits, has been our growing trade with the socialist countries, the growing industrial relations with the socialist countries. While the President has referred to the high rate of inflation and the precipitated recession, this is one saving factor which is not mentioned in the Address, our increasing trade with the Soviet Union and the importance of it.

In that very context, the President's Address stated:

"Prices of the raw materials which developing countries export have fallen sharply, while the prices of manufactured goods which we import have gone up considerably. The high interest rate in the West have further aggravated the situation for countries like India." Very correctly this describes our trade with the West, because this is the real position. But, is it applicable to our trade with the Socialist countries also? Certainly not. But the President's Address omits to mention it.

I do not know whether it is unintentional or intentional, but the Address has failed to give that perspective. It is only because of that that we are in a less worse condition than the developed countries and many other developing countries.

In such a situation, the taxation policy is very important. When you increase the freights and fares—and there is an apprehension that you are going to increase the indirect taxes hereafter—they are going to affect very adversely our industrial production. Because, as very correctly emphasised by the *Times of India* in its editorial, indirect taxes now add up to 57 per cent of the value of industrial production, resulting in tax evasion, which is the main cause of the slow growth of tax revenues today, to which the Survey itself has drawn pointed attention. So, this 57 per cent of indirect tax is coming by taxing the common man, who has no way but to pay it. Whether willing or unwilling, the indirect tax is collected even by using force, whereas you are lenient in the collection of direct taxes. That is why the country is losing revenue and the economy is suffering. So, the opinion is now veering round to the view that we have to reduce the indirect taxes and be strict in collecting the direct taxes.

Then I would like to say that the President's Address completely omits a reference to what I describe and characterise as unproductive money, the unaccounted money which is usually invested in smuggling, hoarding and blackmarketeering without producing and wealth for the country. One becomes wealthy without any productive effort, and there is no check on that, and it is characterised as parallel economy. The President's Address is completely silent on that. Is it conscious? Is it following the footsteps of the Janata Party rule of two and a half years, when free play was given to unproductive wealth by hoarders and unaccounted money-holders? In such a situation, one will not be tempted or compelled to invest money in productive endeavour, productive effort, which will help us to bring in a socialist order. In that situation the national wealth will not increase, production will not increase, rather production

will be stagnant, the employment opportunities will not be there, rather unemployment will increase. This situation requires serious thinking and drastic remedy.

While on the point of indirect taxes, take the multi-point sales-tax. Why not you add it up and have a single point sales-tax? The States may grumble. But then you can distribute a fair share to them. Now the situation is that the shop-keepers are exploiting the public. corruption is increasing, the State is not gaining, while the consumers are paying through the nose. So, some such arrangement has to be brought about.

In order to contain inflation, the taxation policy has to be changed. Those who are very rich and who are not investing money in productive endeavour should be taxed heavily, while relief in taxation should be given to those people whose purchasing power is less. That is why I say that a comprehensive taxation policy is necessary.

17.40 hrs.

[SHRI CHINTAMANI PANIGRAHI in the Chair]

Again I am sorry that the President's Address does not deal with that. Just now the House has discussed about that. In respect of sugarcane, long staple cotton etc. the peasants are facing the crisis. The prices have gone down. So, on all these things—remunerative prices for agricultural produce, parity between the prices of agricultural products and industrial goods, and public distribution through a net work of Government controlled shops after totally nationalising the whole-sale trade in essential commodities and fixing the maximum limit between the price fair to the primary producer and that actually charged of the consumer—a comprehensive policy has to be adopted. Not that here you succeed and there you fail and one section is compelled to fight with the other section. But again the President's address surprisingly is silent

on that point. You see the condition in U.P., in Bihar and in my own area where the sugarcane is lying in the field. The Government owned mills have refused to take the cane and we are apprehending that the peasants will have to burn it. The cane is being sold at Rs. 9 or Rs. 10 per quintal. So I urge that there is necessity to nationalise some of these key industries, textiles, jute, sugar, edible oil, drugs and tea. And, Sir, I will add TISCO. If you have very great love for the Tatas, let him have his industry, but let this steel industry be homogeneous not be allowed to remain heterogenous for long.

The question of unemployment has not been touched in the Address and we know what the country is facing now. I would not like to dwell on this point much. I would not like to take much time of the House on that point, but I suggest that this country requires a change in the policy there also—one person, only one job, only one job for one person. Otherwise, one may be the owner of 20 acres of land and may be roaming like the unemployed; he will neither give up the land, nor will he take up service. And most of the people who are absentee landlords belong to that class. Why? The actual tillers of the soil are not the owners of the land. In such a situation, I would say the President's Address, very disappointingly, is completely silent on the issue of land reforms, agrarian reforms, surplus land to the tiller, tenancy laws and usury. On all these points it is silent. Have these things been given a go-by. the President's Address also says something about the future, but about the future, but about the present it is totally silent. So, has the Government surrendered to the landlords because, the rural upper class is against the peasants. Has the Government surrendered to them? I would like to make this point clear to the Government because we know that on the question of sugarcane price or the prices of agricultural produce,

[Shri Bhogendra Jha]

we have to fight for the entire peasantry against the wholesalers, against the monopolists. But inside the villages the exploitation by the class exploiters is getting accentuated the rural rich are terrorising the rural poor peasants and agricultural labourers. Not only the Harijans, not only the backward castes, but the rural poor are being oppressed and tortured and that is resulting in atrocities against the Harijans. In most places what are called caste riots and communal riots are based upon actions of the upper class, the rural rich, whose sons in most cases are inside the Legislatures either here or in the States, in the administration, in the judiciary and in the country's political system and they are nurturing casteism, communalism and encouraging divisive forces. Booth-capturing was confined to North so far. But this time it has come to South, to Andhra. In many places the weaker sections have not been allowed to go to the booths and in such a situation, the President's Address is completely silent on agrarian reforms or debt cancellation or the Moneylending Act and its implementation. On these things it is totally silent. What does it mean? Is it omission or if it is omission, is it 'willing' or 'unwilling'? It is very disappointing.

MR. CHAIRMAN: You have taken a lot of time. Please conclude.

SHRI BHOGENDRA JHA: I have not taken much of your time.

MR. CHAIRMAN: You have taken take another two minutes. And then you conclude.

SHRI BHOGENDRA JHA: I will make only the omitted points. In such a situation the prices are rising. There is unemployment. There is corruption. People try to fight, repression sets in. On the one side economic stress and strain is growing

and on the other side social oppression is there.

Wherever people try to implement agrarian laws enacted by the State Government, the Government being run by the ruling party, people are shot at by the policemen. Reports are filed against the murderers. I.G. Police says there should be charge-sheet against them. The State Government orders that there should be no charge-sheet against those murderers. They are occupying Government land. They are not fighting for their own land but they are fighting for the public land. I am talking of the Bihar side. As the matter has gone much ahead, all the Members are here. There should be peaceful development of our country. But we find that there is oppression and murder taking place in the rural side. This does not form part of the news because our newspapers have been fighting for their freedom. We have been fighting for that. All glory goes to them because they have compelled the Bihar Government to surrender. But we know how free they are to publish, to what extent they are free from their owner. That is another story. So, I wanted that something positive should have come in the President's Address. There should have been a Standing Committee of the legislators or a Committee headed by the elected representatives for implementation of the suggestions. The elected representatives are accountable, responsible at least for their constituency.

Our party had in 1976 moved with regard to the issues which are disturbing our country. To-day it is Punjab, some day it is Assam and some day it may be elsewhere. Ours is multi-lingual, multi-cultural, multi-religious, and still it is one nation, one country and this multiplicity has not to be suppressed at any cost. We will be gifted with the strength and we shall have the strength. There has been growing demand for inclusion of Manipuri, Nepali, Naithli,

Bhojpuri and Rajasthani, in the Constitution but it is being denied.

With regard to non-aligned summit, there has been opposition by some friends here. I do not want to take much of your time. Some people say that India is isolated. It is pure nonsense. The reality is that the whole world has urged unanimously to hold this Conference in India. So, it is a matter of great pride for us—that we are strong based for the non-aligned world. But, we are not neutral on this issue. The mistakes are on the super-power side, which my friends on that side commit.

SHRI GIRDHARI LAL VYAS: Thank you.

SHRI BHOGENDRA JHA: No, Sir. I can leave other things but I would draw your attention to the legislations in Bihar. In Bihar there have been three legislations. One is the Press Bill. That has been almost dead as the Chief Minister has said. We express gratefulness for that. But there is another dangerous Bill. Unfortunately, the Press and the politicians have not paid much attention to this. This House and the Rajya Sabha have unanimously adopted the Criminal Procedure Code (Amendment) Bill in 1974 that the powers of the Executive and the Judiciary should be separated. In Bihar, there is an amendment to that Criminal Procedure Code.

MR. CHAIRMAN: Kindly conclude.

SHRI BHOGENDRA JHA: Just in two minutes, I will conclude. So, Sir, by this amendment Bill, the District Magistrate or the Sub-Divisional Magistrate can sentence any one up to six months rigorous imprisonment. So, here, the prosecutor has become a judge. That is against our national policy which has been the uniform policy throughout our country. Bihar is the only State which has not been following this. I would like to draw

the attention of this House that the Presidential assent must not be accorded to this Bill.

MR. CHAIRMAN: You can conclude

SHRI BHOGENDRA JHA: In Bihar, there has been a third legislation by which the *zamindari* system is going to be brought back. I would request the ruling Party Members also to oppose this Bill. If not, we are fighting with our blood and if you require more blood, you will have it from us. The *zamindari* system is being brought back in Bihar on the decision of the Cabinet. I seek your permission to lay** on the Table of the House, a strictly confidential letter by Ruzi Modi where he says. . . .

MR. CHAIRMAN: You can conclude, now.

SHRI BHOGENDRA JHA: You simply give permission to lay it on the Table. I will sit down.

MR. CHAIRMAN: It will be examined.

SHRI BHOGENDRA JHA: Here, he says that the land should be given to him under the *zamindari* system and thereby thousands of land owners and house-owners will become subtenants of the *Tatas*. I want this House to express its concern over it and request the President not to give assent to that Bill.

MR. CHAIRMAN: Shri Ramswaroop Ram.

श्री राम स्वरूप राम (गया) :
सभापति महोदय, महामहिम राष्ट्रपति
जी के अभिभाषण पर जो घन्यवाद
प्रस्ताव प्रस्तुत हुआ है उसका मैं हार्दिक
समर्थन करने के लिये खड़ा हुआ हूँ।
हार्दिक समर्थन सिर्फ इसलिये नहीं कर रहा
हूँ कि मैं सरकारी पक्ष का सदस्य हूँ, बल्कि
हार्दिक समर्थन इसलिये कर रहा हूँ क्योंकि

**The Speaker not having subsequently accorded the necessary permission, the document was not treated laid on the Table.

[श्री राम स्वरूप राम]

राष्ट्रपति महोदय ने हमारी पिछले वर्ष को उपलब्धियों और आगे की उन्नति के लिये सरकार की नीति के बारे में बताया है।

मैं आपका ध्यान महामहिम राष्ट्रपति जी के अभिभाषण के 24वें पैरा की और आकृष्ट करना चाहूंगा।

इस बात की हिदायत करते हुये कहा है कि वर्तमान समय में जो हमारा देश है, यहां पर आर्थिक और राजनितिक संकटों के कारण जो तनाव बढ़ा हुआ है उसको हम अपनी उत्पादक क्षमता के उपयोग से ही मीट कर सकते हैं। इन संकटों के बावजूद भी और हमारे अच्छे कार्यक्रमों की वजह से हम दुनिया के सारे देशों के मुकाबले में अपने देश में मूल्य स्थिर रखे हुये हैं। कल विरोधी दल के नेता श्री समर मुखर्जी बोल रहे थे, उन्होंने हमारी सरकार की बड़ी तारीफ की। जितना हिन्दुस्तान ने अपने को स्थिर रखा है, वर्ल्ड की किसी कन्ट्री में इतनी स्थिरता नहीं रही है। यह हमारी उपलब्धि है।

(व्यवधान)

श्री रामावतार शास्त्री। आप तो पढ़े लिखे हैं। डिस्टार्ट मत कीजिये किसी की स्पीच को। आप अपनी बात बोलिये। डोन्ट कोट।

(व्यवधान)

श्री राम स्वरूप राम : अखबारों में, जो बात आई है, उसके आधार पर मैं कह रहा हूँ।

श्री रामावतार शास्त्री : ऐसी बात क्यों बोलते हैं ?

श्री राम स्वरूप राम : हमारी सरकार की जो नीति है उस पर स्वयं प्रधान मंत्री

जी काफी सचेष्ट हैं। सिर्फ आर्थिक और राजनीतिक मोर्चे पर हमारी लड़ाई नहीं है बल्कि हिन्दुस्तान के सवौन्नत विकास के लिए प्रधान मंत्री चिंतित हैं। शास्त्री जी आप बहुत जल्दी उतावले हो जाते हैं। मैं आपका ध्यान उन बन्दुओं पर ले जाना चाहता हूँ जिससे आपको पता चलेगा कि सारी कठिनाईयों के बावजूद भी हमारी सरकार ने बूनियादी ढांचे और उद्योग के विकास की गति को बनाए रखा है, यह हमारी सबसे बड़ी उपलब्धि है। अप्रैल 1982 से दिसम्बर, 1982 तक के जब आंकड़ों में हम जाते हैं तो बिजली का उत्पादन 7.2 परसेंट, कोयले का उत्पादन 4.2 परसेंट सीमेंट का उत्पादन 10.2 परसेंट, फर्टिलाइजर का उत्पादन 9.6 परसेंट रेल गाड़ियों की माल ढुलाई 3.5 परसेंट और कच्चे तेल का उत्पादन 30.6 परसेंट हुआ।

(व्यवधान)

1980-81 में कच्चे तेल का उत्पादन 1.05 करोड़ मीट्रिक टन, 1981-82 में 1.62 करोड़ मीट्रिक टन और 1982-83 में 2.1 करोड़ मीट्रिक टन हुआ।

18.00 hrs.

चालू वर्ष के पहले 9 महीने में सार्वजनिक क्षेत्र में 21 प्रतिशत टर्न ओवर बढ़ा है उपर्युक्त आर्थिक मोर्चे पर। आप गौर फरमाये।

MR. CHAIRMAN: Now I will take the opinion of the House since a large number of Hon. Members want to participate. Some of them have to leave for their Constituencies tomorrow. If the House agrees, we can extend the sitting.

SHRI RAMAVATAR SHASTRI (Patna): It is a question of quorum.

कोरम भी नहीं हो गए। वह मत कीजिये

एक माननीय सदस्य : कल कीजिये । आज मत बढ़ाइये ।

MR. CHAIRMAN: As a special case, some of the Hon. Members are leaving tomorrow. They want to know if they can be accommodated today.

SHRI G. M. BANATWALLA: Now, only to accommodate them. Not otherwise. Only such Members as will leave tomorrow may be given an opportunity to speak today and then we adjourn.

SHRI SUNIL MAITRA (Calcutta North East): Just today you started this. There won't be an end to this.

श्री रामावतार शास्त्री : कितने हैं ?
10 होंगे तो हम तैयार नहीं होंगे ।

MR. CHAIRMAN: Only two Members.

श्री रामावतार शास्त्री : आप जो चाहें कीजिये, हम तो जा रहे हैं ।

श्री राम स्वरूप राम : सभापति महोदय, मैं कह रहा था कि उपर्युक्त आर्थिक मोर्चे पर हमने कुछ वृद्धि की है, उसको हमने विकासोन्मुख बनाया है । लेकिन अपनी राजनीतिक गोटी रोकने के लिये हमारे विरोधी दल ने कहा है कि आपने एक साल में कुछ नहीं किया । डा० सुब्रह्मण्यम स्वामी कह रहे थे, जब वह बोल रहे थे तो मुझे ऐसा लगा कि शायद वह उन आंकड़ों पर अपने को नहीं ले जा सके जिसमें इस बात की गारन्टी की है कि 1982-83 में 21 करोड़ मीट्रिक टन कच्चे तेल की पैदावार है । इतना अहम् सवाल है इस पर हमारे देश की भविष्य की इकनामी निर्भर करेगी । मुझे आशा है कि हमारी सरकार कड़ी मेहनत और इतनी चौकसी रखकर अपने लक्ष्यों को प्राप्त करेगी । विरोधी

दलों के लोगों को आलोचना करने का अधिकार है, वह करते हैं, वह लेकिन हमने सभी क्षेत्रों में ट्रिमेंडस प्रोग्रेस किया है और हमारा इरादा भी है ।

हम आपका ध्यान राष्ट्रपति जी के अभिभाषण के 7वें पैरे पर ले जायेंगे जिसमें कहा गया है कि :—

“अनुसूचित जातियों और अनुसूचित जनजातियों के कल्याण के लिए सरकार पूरी तरह प्रयत्नशील है और इसके लिये उसने त्रिमुखी नीति तैयार की है ।”

इसी संदर्भ में मुझे यह कहना है कि हरिजन, आदिवासी इस देश में सबसे ज्यादा कमजोर अंग है, और हिन्दुस्तान की टोटल आबादी का 15 फी सदी हैं, जितनी उनको आर्थिक स्वतंत्रता मिलनी चाहिये थी वह नहीं मिली है ।

आप गांव में जाइये । सभापति महोदय, आप भी गांव से आते हैं, आप एक कार्यकर्ता की जिन्दगी से आकर सभापति के पद पर आये हैं, आप उन हरिजनों के पास गांव में जाइये और देखिये उनकी आर्थिक स्वतंत्रता आज बड़े-बड़े सरमायेदारों के घर में कैद है । हालांकि मुझे इस बात की खुशी है कि देश की प्रधान मंत्री ने बारबार राज्य सरकारों को हिदायत की कि हरिजनों आदिवासियों के सवाल पर गरीबों के सवाल पर कड़ी नजर रखी जाये ताकि उनका विकास हो सके । हमारी प्रधान मंत्री का कितना पक्का इरादा है हरिजनों-और आदिवासियों के उद्धार के लिये इसका एक उदाहरण मैं शैड्यूल्ड कास्ट और ट्राइब्स कमिशनर की रिपोर्ट से पेश करना चाहता हूं जिससे आपको मालूम होगा कि हरिजनों, आदिवासियों और गरीबों के प्रति प्रधान मंत्री का क्या मशा है :

[श्री राम स्वरूप राम]

"Sixth Plan Strategy for Scheduled Castes and Scheduled Tribes:

"Even the Prime Minister in her letter dated the 12th March, 1980, addressed to the Chief Ministers/Governors of the State Governments and Ministers of the Central Ministries expressed deep concern of the Government of India about the problems of the Scheduled Castes and the Scheduled Tribes and laid emphasis on the fact that the proportion of Scheduled Castes is much larger in the poverty group of the country and most of them are below the poverty line. Accordingly, our thrust has to be on their economic development. With regard to Scheduled Tribes, she reiterated that our approach should be to save them from exploitation and to provide adequate infrastructure in the remote inaccessible areas. She desired that the State Governments should accord highest priority to the task of the development of Scheduled Castes and Scheduled Tribes and plans should be so formulated as to enable the Scheduled Castes and Scheduled Tribe families in the States to cross the poverty-line within a short and specified period "and if possible at least half of them in the VI Plan itself. Accordingly the Planning Commission in their Sixth Five-Year Plan (1980-85) document gave first place to 'Removal of Poverty' while outlining the programme thrusts. Taking into account the estimated population of Scheduled Castes now as 10 crores (2 crores families) and that of Scheduled Tribes as 5 crores (1 crore families), plans during the Sixth Plan will have to be implemented for 1.50 crores families, i.e., 1 crore families of Scheduled Caste and 0.50 crore families of Scheduled Tribes, so as to raise at least 50 per cent of them above the poverty line."

हमारी सकार का मंशा साफ़ है । मैं चाहता हूं प्रधान मंत्री खुद इसकी मॉनीटरिंग करें तभी इनकी समस्याओं पर छठी योजना में काबू पा सकते हैं ।

28 अगस्त, 1981 को मैंने एक गैर-सरकारी प्रस्ताव पेश किया था । उस समय माननीय मकवाना जी गृह मंत्री थे । मैंने कहा था आज देश में हरिजन, आदिवासी के बी० ए०, एम० ए० पास बच्चे बेकार फिर रहे हैं और वह कहीं बोण्डेड लेबर के रूप में या ऐग्रीकल्चरल लेबर के रूप में जिन्दगी बिता रहे हैं । और जब उनकी जिन्दगी का यह हाल है तो हरिजनों और आदिवासियों के बच्चों के मन में यह भावना घर कर गई है कि जब पढ़े लिखे लोगों का यह हाल है तो हम क्यों पढ़ें । यह कारण हो गया है उनमें शिक्षित न होने का । तो मैंने प्रस्ताव रखा था ।

इस प्रस्ताव पर काफ़ी विचार-विमर्श हुआ, पता नहीं इस प्रस्ताव पर गृह मंत्रालय कोई छानबीन कर रहा है कि नहीं । मैं चाहूंगा कि सरकार को उस प्रस्ताव पर गौर करना चाहिए और स्वयं प्रधान मंत्री को उस प्रोग्राम को मॉनीटर करना चाहिए ।

सभापति महोदय : 15 मिनट हो गये हैं, अब आप अपना भाषण समाप्त करें ।

श्री राम स्वरूप राम : अब मैं कृषि पर बोल रहा हूं जो आवश्यक विषय है ।

MR. CHAIRMAN: You must be grateful to the hon. Members. They have cooperated. Now please try to conclude.

श्री राम स्वरूप राम : आपके माध्यम से कहना चाहता हूं कि जो 28 दिसम्बर, 1981 का हमारा प्रस्ताव था जिसको हालांकि मैंने वापस ले लिया था, लेकिन हमें यह

आश्वासन दिया गया था कि इसको ऐग्न्यामिन करेंगे और कोई भी पोजिटिव पॉइंटस को निकाल कर इसको इंट्रोड्यूस करने की कोशिश करेंगे ।

कृषि के सम्बन्ध में ही मैं कुछ कहना चाहता हूँ । देश के 80 फीसदी लोग गांवों में रह कर कृषि उद्योग में लगे हैं । पिछले साल अधिकांश राज्यों में सुखाड़ पड़ा । 31.2 करोड़ लोग भयंकर रूप से बरबाद हुए । 4.8 करोड़ हेक्टेयर जमीन इस सूखे की चपेट में आई । फिर भी हमारी सरकार ने मूल्यों की गम्भीर स्थिति को काफी स्थिर रखा । शायद दुनिया के किसी भी देश में ऐसी मिसाल नहीं मिलेगी । सूखे से प्रभावित राज्यों में 50 हजार दुकानें सार्वजनिक वितरण प्रणाली के अन्तर्गत खोली गई । जैसा कि मैं पहले कह रहा था, देश की 81 फीसदी आबादी खेतों में काम करती है और वह खेती पर निर्भर करती है । इसलिए जब तक इस देश में खेती को उद्योग का दर्जा नहीं दिया जायेगा, तब तक इस देश के किसानों के साथ और भारत माता के साथ न्याय नहीं हो सकेगा ।

सभापति महोदय, आपने रिजर्व बैंक की रिपोर्ट पढ़ी होगी । उसमें यह बात कही गई है कि कृषि के क्षेत्र में बैंकों का इन्वेस्टमेंट 20 से 25 परसेण्ट तक रहा है और बाकी 80 परसेण्ट इण्डस्ट्री में इन्वेस्ट हुआ है । यह कैसी विडम्बना है ? आप जानते हैं इस देश में एग्रीकल्चर का क्या महत्व है । एग्रीकल्चर के बारे में बड़े बड़े सेमिनार हुए हैं । (व्यवधान) इतना ही नहीं, कृषि कितना महत्वपूर्ण विषय है, इस ओर मैं आपका और ध्यान दिलाना चाहता हूँ । हमारी कुल राष्ट्रीय आय का सामयिक वितरण तथा गरीब वर्ग की क्रय शक्ति बढ़ाना—यह हमारा आर्थिक

लक्ष्य है लेकिन इस देश की अर्थ-व्यवस्था को नया आयाम दिए बिना इस लक्ष्य को प्राप्त नहीं किया जा सकता है । इसके लिए हमें कृषि प्रधान अर्थ-व्यवस्था को औद्योगिक तथा व्यापारिक अर्थ-व्यवस्था में ढालना होगा । अभी आधी आय कृषि क्षेत्र से प्राप्त होती है जब कि उन्नत देशों में इसका प्रतिशत काफी नीचे है ।

सभापति महोदय, हमारे स्पीकर साहब दिसम्बर, 1981 में गया गए थे । उन्होंने गया की जमीन को देखा और उसके बाद वहां की जनता को यह आश्वासन दिया कि इस सम्बन्ध में “मैं लोक सभा में आपको मैक्सिमम मदद करूंगा ” लेकिन अभी तक वहां किसी प्रकार की व्यवस्था नहीं हो सकी है । आज हिन्दुस्तान का किसान आपसे नौकरी नहीं मांगता है, वह सिर्फ चाहता है कि आप उसकी भूमि को सिंचित कर दें । जब तक इस देश की भूमि सिंचित नहीं होगी तब तक न तो इस देश के किसानों को कोई फायदा होगा और न ही उसके साथ खेतों में काम करने वाले मजदूरों को कोई लाभ मिलेगा ।

मैं आपके समक्ष एक उद्धरण देना चाहूंगा । चन्द्रा जोशी ने एग्रीकल्चर की नीति के सम्बन्ध में लिखा है : अपनी किताब “इंडियन सोशलसीन” में कि :

“With more than 50 per cent of the country's irrigation potential still unutilised, there needs to be a major shift in our policy so as to be in favour of minor irrigation projects on a massive scale.”

(व्यवधान)

डिसरप्टिव फोर्सों की ओर भी मैं आपका ध्यान दिलाना चाहूंगा । आज देश में एक तनाव का वातावरण व्याप्त है । कल जब डा० स्वामी यहां पर बोल रहे

[श्री राम स्वरूप राम]

ये, नान-एलाइन्टमेण्ट के बारे में, तो मुझे ऐसा लग रहा था जैसे वाशिंगटन में बैठा हुआ कोई सिनेटर बोल रहा है, हिन्दुस्तान का मेम्बर पार्लमेण्ट में नहीं बोल रहा है। शायद डा० स्वामी को मालूम है कि किन परिस्थितियों में इस देश को कुछ लोग तोड़ना चाहते हैं—आसाम में विदेशियों के नाम पर तोड़ना चाहते हैं। पंजाब में खालिस्तान के नाम पर, आन्ध्र और कर्नाटक में क्षेत्रीयता के नाम पर इस देश को खण्डित करना चाहते हैं। मैं विरोधी दल के लोगों से कहना चाहता हूँ कि हिन्दुस्तान 70 करोड़ लोगों का देश है। देश सब से बड़ा है और उसके बाद पालिटिकल पार्टियाँ आती हैं। हम क्षेत्रीयता के नाम पर, धर्म के नाम पर, मजहब के नाम पर इस देश को तोड़ने नहीं देंगे, हिन्दुस्तान की जनता कभी तोड़ने नहीं देगी।

मैं खालिस्तान के सम्बन्ध में एक अखबार को कोट करना चाहता है। जिसमें लिखा है :—

India Abroad: Feb. 18, 1983:

Khalsa revived in England.

New Delhi: A group of young Sikhs in England have, according to an *Indian Express* Report, established an organisation, Dal Khalsa, to reactivate the pro-Khalistan movement. The group, which has no allegiance to the self-proclaimed President of Khalistan, Jagjit Singh Chauhan, has announced its decision to use violence, if necessary, to achieve its objective.

आशाओं के नाम पर, धर्म के नाम पर मजहब के नाम पर, प्रान्तीयता के नाम पर देश को तोड़ने वाले लोग अमरीकी भाषा में क्यों बोलते हैं, उनको हिन्दू-तानी भाषा में बोलना चाहिए। इसलिए मैं इन सम्मानित सदन से विरोधी दल के लोगों से कहना चाहता हूँ कि भारत को आप खंडित नहीं कर सकते हैं। तूम लोग रोज खंडित हो रहे हो, रोज टूट रहे हो। अभी भारतीय

जनता पार्टी बनाते हो, कभी राजनारायण को आम लाते हो। बीप लोग रोज खंडित हो रहे हो, लेकिन भारत कभी भी खंडित नहीं हो सकता।

अन्त में मैं राष्ट्रपति के धन्यवाद प्रस्ताव का समर्थन करते हुए, आपको धन्यवाद देता हूँ कि आपने मुझे बोलने के लिए समय दिया।

SHRI M. RAM GOPAL REDDY (Nizamabad): Mr. Chairman, Sir, I support the Motion of Thanks on the President's Address moved by Shri K. Brahmananda Reddy. He has made a very good speech in which he has expressed national sentiments and, as a senior politician of the country, what he said must be appreciated and followed by all sections of people in our country. Mr. Chandrajit Yadav, Leader in the Opposition, has made very constructive suggestions and these are appreciated by the people of our country.

The Opposition has moved over 600 Amendments. Most of these Amendments, are on party lines and party ideologies.

The Non-communist Opposition has banked mostly on Asam agitation and Akali movement. These subjects have been discussed several times on the floor of the House. They must note that the Assam problem is going to be settled very soon. Elections have been held in Assam and the Government will be formed there. Mr. Brahmananda Reddy has advised the youth, particularly Assamese, to remain calm and to think over the issues in the national interest.

Coming to my State, I wish to point out that the Congress Government has, during the last 35 years made tremendous progress, especially in the field of generation of power and irrigation. It has produced lot of electricity.

Now, the present Chief Minister is supplying electricity to Karnataka. I have nothing to say on this. He can certainly do so. But why not supply

electricity to Tamil Nadu also? Now, the State is in such a condition where we are going to produce electricity to such an extent not only to meet our own requirements but we have to supply electricity to other States to the extent of Rs. 400 crores. This agreement was entered into by the previous Government in the State, that is, the Congress Government, and the present Chief Minister Mr. N. T. Rama Rao is just wasting and squandering all the money earned by the earlier Government.

Now, he is going to supply rice to Tamil Nadu. We do not grudge it. But what I would like to point out is that he is going so recklessly that a day may come when Andhra Pradesh itself would turn into a famine State. Sir, everywhere there are trusted traders, good traders, patriots and nationalists. But there are unscrupulous traders also and if you give them permit for the supply of one lorry-full of rice, they will send 10 lorries in an illegal manner and earn black money. This was once tried in Haryana and the Government was deceived on this account and the State was turned into a scarcity State. That is why I want to inform the present Government in Andhra Pradesh that they should be very cautious in this respect.

Sir, there has been a lot discussion on the sugarcane price. Unless and until the levy sugar price is increased, there is no solution. We have got so many sick mills. The industry is going to be sick and every month the sugar industry is losing about Rs. 40 crores. In a period of six months, the industry is going to lose over Rs. 240 crores and the Minister was mentioning today morning "No, no, we are committed to give sugar at Rs. 3775 per kg." Suppose there is an increase of 15 paise or 20 paise per kilogram in the levy sugar, Heavens are not going to fall. What had happened to Janata Government? On account of their wrong policies, production of sugar came down in 2½ years from 6.5 lakh

tonnes to 38 lakh tonnes. But on account of right policies adopted by the Congress-I Government from 38 lakh tonnes, the production had increased to 300 per cent in three years. Nowhere in the country such a thing has happened. But unfortunately now the production of sugar is going to come down very steeply and in a period of two years, I am afraid the sugar production will come down to 38 lakh tonnes or so. Then the people will have to purchase sugar at Rs. 10 or 12 as had happened earlier as a result of what the Janata Government did when sugar was selling at Rs. 10 or Rs. 12 per Kg. Therefore, Sir, I would request the Government to increase the price of levy sugar just by 15 or 20 paise.

Then, Sir, there is a dispute between three or four States, that is, between Punjab, Haryana and Rajasthan in regard to the distribution of canal waters. Here I would like to emphasise that under no circumstances, the interests of Rajasthan should be neglected. The people of Rajasthan have made great sacrifices but they are the most suffering people in this country. The construction of Rajasthan Canal must be completed as soon as possible. That will contain the advancement of desert area. Unless that is done, the people of Rajasthan will not be able to progress.

Sir, regarding Muslims in this country, there is a feeling in some quarters that the minority section, microscopic minority of people in this country are not treated well.

SHRI G. M. BANATWALLA: It is a general feeling.

SHRI M. RAM GOPAL REDDY: I don't accept that. Here in our country Hijri 1400 was celebrated with all the pomp and show and all the communities including Hindus and Muslims and everybody joined the function. Is it not an achievement? Here Koran recitation was done and we had invited all the big Muslim heads for the Koran recitation in our

[Shri M. Ram Gopal Reddy]

country. Thus, there is a great honour done to this Religion. All Hindus in India respect Islam greatly and they should not have that sort of feeling.

Sikhs are very respectable people in this country. We find Sikhs in every nook and corner of the country; they are very respectably treated and people trust them like anything. But it is very unfortunate, that unnecessarily the Akali Dal people are creating boubts in the minds of other people that the Sikhs, as a minority, are not being treated properly. If out of twenty thousand people, five people are bent upon creating some disturbance, they can do that. And that is what exactly the Akali Dal people are doing. Day before yesterday. Shri Brahmananda Reddy gave a timely advice to the Akali Dal people to behave in a proper manner, and I hope, they would take that advice seriously in the interest of the country.

That is all that I have got to say.

SHRI GEORGE JOSEPH MUNDACKAL (Muvattupuzha): Mr. Chairman, Sir, I am thankful to you for giving me this opportunity to participate on the President's Address. I support the motion of thanks moved by Shri Brahmananda Reddy.

As the time at my disposal is very short, I will only confine to a few points concerning the State of Kerala, and specially the difficulties faced by the Kerala Government and the people of Kerala. I am sure, the Central Government and the Prime Minister in particular will take some interest and take notice of these difficulties, so that they are removed at the earliest.

First of all, I would mention that the funds allotted to the State of Kerala in the Plan allocation are always very negligible and small as compared to other States. Some States have been getting more funds. This situation needs to be remedied.

Kerala is facing a serious situation in the matter of procurement of rice. Unusually, after so many years, Kerala is facing a drought situation. We are consuming more rice in Kerala than the other States. The rice situation there is very difficult, and the Central Government should hurry up and supply more rice to the people of Kerala. Similarly, kerosene oil, sugar and cement as also certain other things are scarce in Kerala. I would request the Government to rush up these things to Kerala as also suitably augment the allotment of funds to that State.

Further, the investment in the public sector is very negligible in Kerala. I would request the Government to give suitable support and help to the people of Kerala.

I would particularly like to mention one thing. In the agricultural commodities that we are producing, we are producing more cash crops like rubber, coconut, and all these things. These are now being imported without any restriction. This naturally affects the interests of the agriculturists adversely. There are farmers with small holdings of one or two acres. This affects them the most. I would, therefore, request the Government to stop the import of these commodities and save the poor people from the difficulties that they would face otherwise.

As I said, Kerala needs rice immediately. The State Government requires the permission of the Central Government to get rice from other States directly. I would request the Central Government to give more powers to the Kerala Government to obtain rice from other States, so that the situation in Kerala can be improved.

श्री सुन्दर सिंह (फिल्लौर): चेयरमैन साहब, मैं आप का शक्रिया अदा करता हूँ कि आपने मुझे बोलने का समय दिया हालाँकि कोई सन्ने वाला नहीं है ।

सभापति महोदय: आप तीन गिनट में खत्म कर देंगे । कितना समय आप लेंगे ।

श्री सुन्दर सिंह: इतना ही वक्त देना है, तो मैं बोलता ही नहीं। मैं कुछ ज्यादा समय लूंगा ।

सबसे पहली बात तो मैं यह कहना चाहता हूँ कि डा. करण सिंह ने जो कांग्रेस की पार्लेसी है, उसको सपोर्ट किया है और श्री चन्द्रजीत यादव ने भी उसको सपोर्ट किया है और कुछ आगे राजेशंकर भी दिए हैं और मुझे अब इसको दोहराने की जरूरत नहीं है । श्री राम स्वरूप राम ने भी बोला है कि देश ने काफी तरक्की की है। इसलिए मुझे कोई बहुत ज्यादा नहीं कहना है लेकिन फिर भी थोड़ा बहुत कह देता हूँ।

हमारी सरकार ने जो 24 हजार पानी के मागले में प्राबलम विलेज थे और जहां पानी पानी नहीं मिलता था, वहां पर पानी पहुंचाया है। इसके आलावा लोगों की 2 लाख 25 हजार ड्यूएलिंग हाउस मिल गए और 2.35 मिलियन हेक्टेयर भूमि में इर्रीगेशन प्लान्ट शिफ्ट पैदा किया है चाहे हरिजनों का उस से कुछ फायदा न मिला हो। 5 लाख 40 हजार साइट्स मिली हैं हरिजनों को रहने के लिए । यह बड़ी अच्छी बात है । इसके आलावा तरक्की के बारे में जो लिखा गया है, उसके बारे में कुछ कहने की जरूरत नहीं है । पोजिशन के लीडर भी इसकी तारीफ करते हैं ।

मैं आपको शड्यूलकास्ट के मूटल्लिक कुछ कहना चाहता हूँ । कंपोनेंट प्लान का जिक्र किया गया। इसके बारे में मैं बताना चाहता हूँ कि हम जब राज्यों में पूछते हैं कि कंपोनेंट प्लान में कितना पैसा दिया गया तो हमें कोई जानकारी नहीं दी जाती। इसलिए मैं फाइनांस मिनिस्टर से अनुरोध करता हूँ कि वे राज्यों से पूछें कि उन्होंने कितना पैसा इस प्लान के लिए दिया है।

महात्मा गांधी ने कहा था :--

"Swaraj is a meaningless term if we desire to keep one-fifth of India under perpetual subjugation and deny to them the fruit of national

culture. We are seeking the aid of God in this most purifying movement, but deny to the most deserving amongst His creating the right of humanity. Inhumane ourselves we may not plead before the Throne for the deliverance from the inhumanity of others."

उन्होंने साफ कहा कि आप शड्यूल कास्ट के लोगों के साथ अमानवीय व्यवहार करते हैं और अंग्रेजों से मानवीय व्यवहारगी अपने प्रति उम्मीद करते हैं, वे अपनी बात कैसे सुन सकते हैं।

डा. अम्बेडकर ने कहा था :--

"I was born as a Hindu. The blame was not mine. I will not die as a Hindu."

हमने महात्मा गांधी का साथ दिया, क्योंकि हमको उनकी आवाज में उम्मीद दिखाई दी । उन्होंने के फलोअर्स पंडित जवाहरलाल नेहरू। पंडित जवाहरलाल नेहरू में मिल कर ही मैंने पंजीव और हरियाणा में हरिजनों को जमीनें दिलवाई हैं। वहां का तत्कालीन मुख्य मंत्री भीम सेन सच्चर कहता था कि जमीनें हम नहीं दे सकते, नौकरियां ले लीजिए । हमने पूछा कि क्यों नहीं दे सकते तो कहने लगे कि जमीनें जिनके पास हैं वे ताकतवर हैं और रहने वाले कमजोर हैं । इसके बाद मैं पण्डित जी से मिला । उन्होंने प्रताप सिंह गैरों से कह कर जितनी भी सरप्लस जमीन थीतह हरिजनों को दिलवाई । जिसमें ताकत है वह ले सकता है । जवाहरलाल नेहरू की लड़की इन्दिरा गांधी है और उन से हमको उम्मीद है ।

आज दण्डवत जी कहते हैं कि आसाम में बंदूकें चलाई गई हैं । आप कैसे हकूमत करेंगे । मैं उनसे पूछना चाहता हूँ कि यू. पी. में जब उनकी बन्दूकों के नीचे ट्रायबल्स ने मतदान किया था उस वक्त वे कहाँ थे । आज इस तरह की बात करते हैं।

पासवान जी भी बहुत कहते हैं । पहले लोकदल में थे अब के जनता में चले गए हैं। क्या वे वहां रह कर मसलों को हल कर

[श्री सुन्दर सिंह]

पाएंगे ? अगर मसलों को हल करना है तो इनको यहां आ जाना चाहिए । इसी तरह से श्री चन्द्रजीत यादव ने भी बड़े अच्छे ख्यालास दिए हैं ।

यह जो हमारे पासवान जी हैं, ये हरिजन हैं ये बहुत बोलते हैं । ये कहते हैं कि गैस की कीमतें बहुत ज्यादा हो गई हैं, जब कि लोग हम से गैस कनेक्शन लेने के लिये मिन्नतें करते हैं, लेकिन कीमत की बात कोई नहीं करता है । इसलिये इस तरह की बातें करने में कोई वजन नहीं है ।

अब मैं कुछ आसाम के बारे में कहना चाहता हूं—इनका कहना है कि वहां पर मामले को होशियारी से टैकल करना चाहिये, उनसे ज्यादा टक्कर नहीं लेनी चाहिये । मैं पासवान जी से पूछता हूं—आप बतलाइये कि क्या करना चाहिए ।

ऐ आबरोदे गंगा वह दिन याद है तुझ को उतरा तेरे किनारे जब कारवां हमारा ।

वे जब यहां आये तो उन्होंने आदिवासियों और हरिजनों को मार कर भगा दिया । कुछ को मारा कुछ को निकाल दिया । यहां पर बेमोक्सेसी है, सैकुलरिज्म है, जहां मर्जी कोई रहे, जहां मर्जी कोई जाय ।

मैं समझता हूं—बाजपेयी जो हैं, कहां का रहने वाला है, भोपाल का और दिल्ली में बस रहा है । वह भोपाल क्यों नहीं चला जाता मैं हैरान हूं—वह कहता है मैंने इस्तीफा दे दिया है, किसको पता नहीं था कि वह पाखण्डबाजी करता

है । मैं यह कहना चाहता हूं कि जो हिन्दुस्तान में हैं.....

सभापति महोदय : सुन्दर सिंह जी, आप इण्डिविजुअल नाम क्या लेते हैं ।

श्री सुन्दर सिंह : मैं नाम नहीं लेता हूं—लेकिन ये लोग कभी इन्दिरा की बात करते हैं और कभी किसी की । आप मिनिस्टर थे तो क्या हमारे लिये कभी लड़ाई की ? गांव में जाकर किसी ने देखा है कि वहां रहने के लिये भी जगह नहीं है । उनके पास जमीन नहीं है, नौकरी नहीं है, धन्धा नहीं है । मैं आप को गुजरात के बारे में बतलाना चाहता हूं—हीरालाल परमार रोता है, चीखता है, कहता है कि जो लड़के डाक्टर बनना चाहते थे, उन को मार-मार कर हलाल कर दिया । पंजाब में मार खा रहे हैं और वन-वे ट्रेफिक चल रहा है । वहां किसी हरिजन को हाथ लगा कर बतलाया, कोई एक मारेगा तो हम दो मारेंगे । यह जो बड़े-बड़े लीडर बने हुए हैं वहां क्यों नहीं जाते । किसी के पास काफी जमीन है, किसी के पास बिल्कुल नहीं है । जिसके पास जमीन होती है, उसके पास लाठी भी होती है । देहातों में जमीन के अलावा कोई धन्धा नहीं है, जमीन ही उन का सहारा है लेकिन उन से जमीनें छीन ली जाती हैं । अभी हाल में दो केस सामने आये हैं, जिनके लिये मैंने चीफ मिनिस्टर को भी कहा है । लेकिन वहां कोई एस० एस०पी० जाता नहीं है, दूसरे आदमी दखल देते हैं । ऐसे मामलों में सेंट्रल गवर्नमेंट को एक्शन लेना चाहिये । हम तो हमेशा मरे हैं, कोई जगह नहीं है, कहां जाये ? क्या जनता में जाये ? वह तो आगे ही हमारे बरखिलाफ हैं । मैं समझता हूं कि जमींदारों के पास कोई दिल नहीं

है। कई आदमी वहाँ उससे मिले हुए हैं। मेरे मुकाबले सी० पी० एम० का उम्मीदवार था। यह सी० पी० एम० वाले जो हैं सबसे ज्यादा लैंडलाइंड हैं। हम सब को जानते हैं। मैं आपको सीधी बात बताऊँ, बात करके हम कैसे तरक्की कर सकते हैं? लीडर का मुकाबला लीडर के साथ होता है, तुम्हारे पास कोई लीडर ही नहीं जिसके साथ मुकाबला करो।

“Knowledge with character is a power for evil only as has been seen in so many instances. Talented thieves and gentlemen rascals are in the world. I prefer to be cheated by others than to cheat others.”

जो आदमी दूसरों को दखल देता है, खुद तकलीफ में आ जाता है। महात्मा गांधी कहते हैं कि डैड मशीनरी को क्यों प्रैफरेंस देते हो। मजदूर मर रहे हैं।

खालिस्तान की क्या बात है। हमारे 15 करोड़ आदमी हैं, 24, 24 आदमी कत्ल होते हैं, यू० पी० में, गुजरात में कत्ल होते हैं, हम कोई एक्ज्यूज नहीं करते। यह जो थोड़े से आदमी हैं ये कहते हैं कि हमारे साथ बेइन्साफी हो रही है। मैं कहूँगा तो अकाली मार देंगे। स्पैरो साहब यहाँ बोल रहे हैं, जब वहाँ सरदार प्रताप सिंह थे तो क्या कोई बोल सकता था? यह कसूर किस का है? राष्ट्रीय स्वयं सेवक संघ है सारे हिन्दू हैं यह हमें बोट नहीं डालने देते हिन्दू कौम समझदार है। कांग्रेसी सिख जो हैं, इनको लड़ाई करनी चाहिये, लेकिन ये करते नहीं

हैं, इनके साथ कोई नहीं है। उनका फज है कहना। जो उनकी रिलीजस डिमांडज हैं, उनको मान लेना चाहिये। अगर नहीं मानते हैं तो वह मारते हैं, सारी सिचुएशन को खराब करते हैं। लेकिन प्रताप सिंह के सामने कोई नहीं बोल सकता था। इनको देहातों में जाकर कांफीडेंस क्रिएट करना चाहिये कि हमारा पक्ष अच्छा है, ठीक है। इन शर्तों के साथ मैं कहूँगा कि इनको जोर लगाना चाहिये और अकालियों की सही डिमांड को मान लें।

18.45 hrs.

Release and re-arrest of member

MR. CHAIRMAN: I have to inform the House that the following telegram dated 23 February, 1983, addressed to the Speaker, Lok Sabha, has been received from the Superintendent of Police, Sagar, M.P., today:—“Shri Ram Prasad Ahirwar, Member of Parliament, who was arrested on 22-2-1983 under sections 151/107/116(3) Cr. P.C. was released on 23-2-1983. He has been re-arrested in Crime No. 490/82 under section 143, 448, 153 I.P.C. read with section 2 of Prevention of Insult to National Honour Act of 1971 of P.S. Kotwali, Sagar, M.P. and sent to jail till 24-2-1983.”

The House stands adjourned till 11 A.M. tomorrow.

18.46 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Friday, February 25, 1983/Phalguna 6, 1904 (SAKA).

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